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9.30 „ „ 11.00 „ „ 15 „
11.30 „ „ 12.30 p.m. „ 15 „
12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ .00 „ „ 15 „
4.00 „ „ 8.10 „ „ 10 „

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		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	
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Shum Chun	dep.	Sundays only		7.32	9.06	9.21	10.37	11.0	11.40	1.52	2.15	4.36	5.12	6.06	6.45
Sheungshui	dep.			7.39	9.13	9.34	10.44	—	11.47	2.02	2.22	4.44	5.19	6.13	—
Fanling	dep.			7.45	9.18	9.39	10.48	—	11.51	2.06	2.30	4.49	5.23	6.17	—
Taipo Market	dep.			7.53	9.26	9.44	10.55	—	11.58	2.13	2.37	4.56	5.30	6.24	—
Taipo	dep.			7.57	9.30	10.13	11.03	—	12.07	2.17	2.41	5.01	5.35	6.27	—
Shatin	dep.			8.20	9.47	10.33	11.16	—	12.27	2.30	2.57	5.17	5.51	6.43	—
TSIMSHAM	dep.	7.27		8.14	9.50	10.35	11.24	—	12.34	2.43	3.00	5.20	5.54	6.46	—
KOWLOON	arr.	7.35		8.22	9.59	10.44	11.32	11.0	12.42	2.47	3.08	5.28	6.02	6.54	—
									Except Sundays and Customs Holidays						
										4.01	5.45	6.10	7.04		7.25

UP TRAINS

Stations		No. 2 Local	No. 2a Local	* No. 6 Through Express	No. 10 Local	No. 8 Through Slow	No. 12 3rd Class and Goods	No. 14 Local	No. 20 Joint Sec. Mond.	No. 22 Local	* No. 18 Thro. Expr.	No. 24 Local	No. 26 Local	No. 28 Local
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m	Noon	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong		6.23	6.55	7.55	5.25	5.55	9.25	10.15	11.45	1.05	2.45	6.15	5.15	6.45
KOWLOON	dep.	6.41	7.10	8.07	5.35	6.15	9.40	10.30	12.00	1.15	3.00	6.34	5.27	7.00
Yaumati	dep.	6.51	7.13	—	—	6.18		10.35	12.09	1.27	—	6.43	5.37	7.20
Shatin	dep.	7.08		—	—	6.26		10.50	12.31	1.39	—	6.58	5.51	7.33
Taipo	dep.	7.17		—	9.01	6.32		11.02	12.34	1.52	—	7.06	5.58	7.45
Taipo Market	dep.	7.23		—	—	9.57	Except Sundays & Customs Holidays	11.06	12.56	1.56	—	9.15	6.07	7.49
Fanling	dep.	7.36		—	—	10.13		11.19	1.46	2.09	—	9.33	6.17	7.59
Sheungshui	dep.	7.45		—	9.13	10.18		11.25	1.52	2.15	5.40	9.37	6.21	8.03
Shum Chun	arr.	7.49		—	9.19	10.19		11.29	1.56	2.19		9.43	6.27	8.09
SHEK LUNG	arr.	—	—	8.50	Sundays only	2.22		—	4.31	—	5.29	—	—	—
CANTON (Tai Sha Tau)	arr.	—	—	12.10		5.55		—	—	—	6.45	—	—	—

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Fanling ...dep.	7.45	11.30	2.20	6.20	Shatinkok...dep.	6.30	10.15	1.05	5.00
Shatinkok...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

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CHINESE PEACE DELEGATION AT PARIS.

[CANTON INFORMATION BUREAU.]

CANTON, September 23rd.

The editorial footnote to the *communiqué* issued by the Canton Information Bureau, which appears in the *Hongkong Daily Press*, yesterday, completely overlooks the significance of the following passage which we emphasised in the statement appended to President Sun Yat-sen's declaration on the Washington Conference, published in the same paper on the 10th inst.:—

"Any Chinese delegation [to the Washington Conference] will be unable adequately to present China's case *vis-a-vis* Japan as long as the direction of policy is centred in Peking. This is the lesson to be drawn from the Paris Peace Conference when the work of the Chinese Peace Delegation was fatally weakened by the Peking section of the Delegation insisting on an incomplete presentation of the Shantung case in order to avoid compromising the Peking administration in connection with the Secret Agreements of September 24th and 28th, 1918."

If any "resolute stand"—as suggested by the *Hongkong Daily Press*—was taken by the Chinese Delegation at Paris against the Japanese, it was certainly not on the initiative of the Peking section of the Delegation. In point of fact, as stated in a forthcoming article of the series on the "New Government of China" which the Canton Information Bureau is now issuing for publication to the Press, the Peking section was most disloyal in the vital matter of team-work at the Paris Conference. It practically frustrated the attempt of the Canton section to secure a consideration of the Shantung Question as an indivisible part of the wider issue of the Twenty-one Demands and irretrievably weakened the work of the Delegation by raising that particular question in terms which divorced it, in principle, from the rest of the Demands.

As regards the refusal of the Delegation to sign the Treaty of Versailles, which is generally referred to as a masculine gesture, it is well-known that Lu Cheng-hsiang, who headed the Delegation as chief member of the Peking section, insisted on signing but was eventually deterred, in spite of Peking's instructions, by the Chinese students in Paris threatening to kill him if he dared to do so.

When the *Hongkong Daily Press* repeats "that no difference, profound or superficial, is indicated in the published declarations of representatives of the two factions regarding the principles which should be insisted upon at the conference as regards the maintenance of the sovereignty and integrity of China," we have to point out that there is a "profound difference" between what Peking says for the edification of a confiding foreign Press and what Peking does in obedience to the sinister forces that master it. That, at any rate, is—for Canton—the practical lesson of the Paris Peace Conference.

In the same issue of the *Hongkong Daily Press*, a leading article concludes with the statement that to submit Japan's amended offer regarding Shantung "to the judgment of the people might have something to recommend it, but merely to publish the offer in the Press and wait to see how 'the country' takes it seems to us a ludicrous exhibition of the bankruptcy of statesmanship in China." We venture to suggest that it is neither true nor reasonably fair to apply to China as a whole the moral and intellectual incapacity of Dr. W. W. Yen and the rest of the Peking administration. Too much emphasis cannot be laid on the fact that Peking—propped up and kept alive by the diplomatic intervention of the Foreign Powers—is no more China than the Mopiah rising (we forbear to mention a certain Island) is an indication of the general state of the British Empire.

HONGKONG TENANTS PROTECTIVE ASSOCIATION.

We have received a copy of the rules of the Hongkong Tenants Protective Association, of which Mr. Mok Lai Chi is Chairman. The objects of the Association are set forth as follows:—

(a) The protection of tenants of houses or portions of houses, (including hotels boarding houses, schools, and shops), situate in the Colony of Hongkong against imposition, or any unfair treatment, on the part of their landlords or the servants or agents of the latter.

(b) To retain the professional services of a member or members of the legal profession for the purpose of assisting or protecting any such tenants in the matter of any claims made against them by or on behalf of landlords or others in respect of houses occupied by such tenants.

(c) To consider and if thought desirable to approach, or make representations to, the Government, or any member of the Government, with a view to legislation, or the extension, or alteration, of any existing legislation affecting tenants.

(d) To do all such other things as are incidental or conducive to the attainment of all or any of the above objects.

The management of the affairs of the Association is to be vested in the first instance in a Committee consisting of 100 members to be elected at the first ordinary general meeting, which is to be held at the World Theatre on Wednes-

CORRESPONDENCE.

MR. PONSONBY-FANE AND CHOSEN.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Those of your readers who have lived East of Suez will need no antitoxin to Mr. Ponsonby-Fane's articles, published in your issues of the 22nd and 23rd of September. Such persons have had dealings—commercial, social, and possibly even legal—with the Japanese and they will be able to judge for themselves. Even if they have not been to Korea, they will be able to form a pretty fair estimate of what is going on in that distressful country.

People who have not been East, however, may easily be deceived. To them the Japanese are the "little people struggling to be great" of our popular and popularly-educated novelist. The very first thing that such people ought to remember is that no people has learned the value of the control of the Press so successfully, as the Japanese. ("The correspondence of Reuter's, Associated Press, *The Times*, *New York Sun*, Laffan, *Daily Telegraph* and *Standard* were for years all supplied either by foreigners directly employed by the Japanese Government or by Japanese in Government employ, then it is, not difficult to imagine that the news was always *couleur de rose*. In Tokyo, attached to the Foreign Minister, was a Secretary to supply *couleur de rose* impressions to the local Press and to visitors. Tourists, even famous men of letters, were personally conducted, supplied with carefully edited material, and in some cases with a guarantee for so many hundred copies of any proposed volume on Japan embodying the gratis subject-matter." *Japan at the Cross Roads*, page 16).

Knowing all this one is not surprised to find "inspiration" and "inspired articles" appearing in the most unlikely places. If, therefore, as Mr. Ponsonby-Fane says, there is "very adverse criticism current" on the Japanese administration in Korea we may be very sure that it would have been much more adverse and have had a much wider currency if the Press had not been so well catered for in Japan; not only so, but we may also be pretty sure that the criticism has been more moderate than the reality warrants. It is not so very long ago since there appeared in the columns of the *Hongkong Daily Press* an account of a holocaust of Korean Christians who had fled to a church for protection. According to the account, the church was set on fire by the Japanese authorities and all the fugitives were burned alive. But how few of such reports get through the cordon of censorship which surrounds Korea like a wall! Only about 20 per cent. of the present writer's correspondence from Korea ever reached its destination.

It would take a volume to answer Mr. Ponsonby-Fane. Readers can find the truth in numerous books dealing with Japan and Korea. Some special points, however, should be noted. Mr. Ponsonby-Fane calls special attention to the excellent work "in the preservation and upkeep of interesting old buildings and monuments." One wonders did he ever hear of "the marble pagoda," the most important architectural heirloom of Korea? He need only look at it to see the vandalism of Japan.

Then, again, he tries to justify the action of the Japanese police in Korea by the following extraordinary statement:—"The average Japanese puts up with and thinks nothing of police interference that would be considered intolerable by an Englishman." Surely if there is any logical conclusion to be drawn from this statement it is that a people who have such an uncivilised police system have no right to control any other people.

But the real *crux* of the whole matter is that the Japanese have not the shadow of a right of possession in Korea. During the war a letter was reprinted in some of the local papers dilating on the hardship Mr. Ponsonby-Fane was suffering because some of his land in England was being utilised without the return of a proper rental. It seems a great pity that some Bolsheviks did not take away all Mr. Ponsonby-Fane's land and property *in toto*. He might then have begun to realise something of the state of many Koreans. He might also have had to work for a living, and might have had less time to spend in bolstering up the administration of one of the foulest and most cynically-cold-blooded pieces of land grabbing in the annals of human history.

Mr. Ponsonby-Fane's last sentence is worth quoting—"the sooner that it is realised that Chosen is entirely unfitted for independence the better." We might parody this, but we will leave the reader to do it for himself.

Those who have been to Korea and seen for themselves will have realised something very different—they will have realised that the Japanese are quite unfitted to rule any other people and that the sooner they get out of Korea the better.—Yours etc.,

"ONE-WHO-HAS-BEEN, SEEN-AND-HEARD."

THE METHOD OF MOUNTING spectacle glasses is of the greatest importance," writes Dr. C. Hartridge, F.R.C.S., Ophthalmic Surgeon and Lecturer on Ophthalmic Surgery to the Westminster Hospital, "they must be accurately centred in frames that are light, strong, and fit well otherwise the good effect of the most carefully chosen correction may be entirely frustrated by [illegible] the glasses, or even a fresh source of eyestrain may be introduced." The Hongkong Optical Co., successors to Hall & Co. Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment and instrument to adjust your spectacle to a nicety.—ADVT. [503



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Of Timely and Dramatic Interest. A Poignant Soul-Gripping Feature Which Will Sway Every Woman with Its Powerful Human Appeal. A Thunderbolt. Unrivalled in Beauty and Lavish Display. An Attraction which no Lover of the Best in Pictures CAN AFFORD to MISS.

MATINEE PROGRAMMES

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VANISHING TRAIL, 12 & 13 Episodes.

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WHY SHOULD ONE DRINK

No. 10 WHISKY?

BECAUSE

ONE OUGHT.

HA! HA! 985

IMPORTANT LAUNCH AT KOWLOON DOCK.

ONE OF FOUR OIL TANKERS.

BIG ORDER BY THE ANGLO SAXON PETROLEUM CO., LTD.

A large company accepted the invitation of the directors of the Hongkong and Whampoa Dock Co., Ltd., on Saturday, to witness the launching of the single screw vessel *Paludina*, built and engined by the Dock Company for the Anglo-Saxon Petroleum Co., Ltd., London, which is one of the associated companies of the "Shell" Transport and Trading Co. group. The Anglo-Saxon Petroleum Co. has nineteen tankers building in Great Britain, the United States, Holland and Hongkong and Mr. R. M. Dyer, the manager of the Dock Company, when on leave, secured the respectable proportion of four as Hongkong's share of the contract. The vessel launched on Saturday was the first of the four so that the occasion naturally aroused a great deal of interest.

Amongst a very large assembly of leading residents were the Hon. Sir Paul Chater, C.M.G., the acting Chief Justice (His Honour Mr. Justice Gompertz) and Mrs. Gompertz, the Colonial Secretary (the Hon. Mr. Claud Severn, C.M.G.), the Hon. Mr. A. G. Stephen, the Hon. Mr. H. E. Pollock, K.C., the Hon. Mr. Ho Fook, Mr. H. P. White (Chairman of the Dock Company), Mr. and Mrs. G. T. Edkins, Mr. and Mrs. W. H. Bell, Mr. J. Reid (manager of Taikoo Dock), Mr. D. G. M. Bernard, Mr. and Mrs. R. M. Dyer, Mrs. Holyoak, Mr. A. O. Lang and many others.

The launch passed off with perfect smoothness. A platform had been constructed right up to the prow of the big vessel and on this the guests assembled. Members of the Dock staff looked down from the bow far above the heads of the visitors, and crowds of the workmen occupied every coign of vantage in the vicinity, pardonably proud, no doubt, of their share in the completion of a great piece of work. The wooden supports under the ship were demolished with battering rams. In some of the piers a sandbag had been introduced; this was cut; the sand was loosened and the pier was very easily demolished. Mrs. Bell, wife of the Acting Manager of the Asiatic Petroleum Company, Ltd., in Hongkong and South China, then performed the launching ceremony in the usual way by breaking a bottle of champagne against the bow of the vessel; the signal was given and the great hull slid down the ways and took the water with perfect steadiness.

Afterwards, in one of the spacious rooms where plans of vessels are laid out, the company assembled to drink the toasts customary on such occasions.

Mr. H. P. WHITE, as Chairman of the Directors of the Dock Company, asked Mrs. Bell to accept a souvenir of the occasion (a handsome pendant of diamonds, set in platinum)—(applause.) He also congratulated the owners on the happy and melodious name they had given to the steamer. The occasion was one of great interest to Hongkong and the Dock Company, as it was the first steamer launched from the new shipbuilding yard and the first oil tanker built in Hongkong or North China. He thought he could say, without any idea of boasting, that these four ships, when completed, would give perfect satisfaction to the owners. He asked the visitors to drink to the success of the *Paludina* and to her owners.

The toast was very enthusiastically honoured.

Mr. W. H. BELL, representing the owners of the new vessel, said he had two very pleasant duties to perform—to thank the Chairman of the Dock Company for giving his wife the honour of launching the vessel and for the very handsome souvenir presented to her. He had the greatest pleasure in offering congratulations to the Dock Company on the very successful launch; he hoped all future launches would be equally successful, and that the Dock Company might have many of them—(applause.)

The Dock Company (Mr. Bell continued) have to-day established a new record inasmuch as the *Paludina* is the largest—in fact I think I may say she is the only—ocean-going tank steamer ever launched in the Far East, outside of Japan. I may mention that she is the first of four sister ships, and I expect that the other three will be launched before the end of this year. The four ships total over 33,000 tons dead weight. These four ships are part of a programme of 19 tankers which are being built for the Anglo-Saxon Petroleum Company in Great Britain, the States and Holland, and I think that Mr. Dyer, who obtained the order when at Home on leave, is to be congratulated on his enterprise in securing such a large share for the Dock Company.—(Applause.) I am sure the Directors would be willing to give him leave every year if he could guarantee to bring back a similar order every time.—(Laughter.)

The Anglo-Saxon Petroleum Company is, as you are probably aware, one of the Shell Transport and Trading Company group, and they carry on the custom of naming their ships after Shells. The *Paludina* is no exception to the rule, and I must confess that it was a surprise to me to learn that there was a Shell of such a name. It is a custom for the Company to place a specimen of the actual Shell, from which the steamer is named, in the saloon. You will see the *Paludina* shell in a case, here.

Another point of interest about the launch to-day, is that it is the first to take place from the new slips which the Dock Company added to their facilities, last year. They now have nine shipbuilding slips.

The Anglo-Saxon Petroleum Company sent out a special Marine Superintendent from Home to supervise the building of these ships, and I have received from him consistently good reports on the work. He tells me that the work in Hongkong compares favourably with that of the best yards at Home. I think it would be an eye-opener to the shipbuilders and owners of Great Britain if they could see the work which is turned out by the Hongkong shipbuilding yards.

You are all, no doubt, aware that the Government are contemplating considerable improvements to the harbour, and that they asked the celebrated harbour works expert, Sir Maurice Fitzmaurice to advise them on the subject. When Sir Maurice Fitzmaurice was here, last December, he said to me, in the course of conversation, "Why does not your Company build some of their ships in Hongkong? This is one of the cheapest and best place in the world in which to have ships built." I was pleased to be able to tell him that the Anglo-Saxon Petroleum Company had placed an order for four tankers.—(Applause.) The launch we have witnessed to-day reflects great credit on the whole staff, and I have, therefore, much pleasure in asking you to join with me in drinking to the continued success of the Hongkong and Whampoa Dock Co., coupled with the name of Mr. Dyer.—(Applause.)

The toast was heartily honoured.

Mr. R. M. DYER briefly responded. He thanked Mr. Bell for his kind remarks about the time in which the ship was built and the quality of the workmanship. The Dock Co. had always had a reputation for good work and intended to maintain it. During the war the private dockyards of Hongkong got the reputation of building the cheapest ships of any turned out by any shipyards outside the United Kingdom. Now they had gone one better; he would go so far as to say that these were the cheapest ships the Anglo-Saxon Petroleum Co. had had built, this year, in any yard.—(Applause.) Mr. Dyer concluded by announcing that there would be another event of this kind in five or six weeks' time when the Directors would be pleased to see their guests again.—(Applause.)

PARTICULARS OF THE VESSEL.

The single screw vessel, *Paludina*, built and engined by the Hongkong and Whampoa Dock Co., Ltd., at their works in Kowloon, for the Anglo-Saxon Petroleum Co., Ltd., London, is the first oil tanker, carrying petroleum, in bulk, to be built in China, and is the first of four vessels now under construction for this Company.

The principal dimensions are follows:

Length overall	427 feet.
Breadth extreme	53 feet 5 inches.
Depth moulded	31 feet.
Load draft	24 feet 9 inches.
Deadweight " carrying capacity	8,400 tons.

The vessel has a straight stem, and elliptical stern, with long poop, together with a short bridge and forecastle and has been built on the Isherwood longitudinal system of framing to pass Lloyds 100 A.1. Class. The machinery is aft.

Accommodation for the navigating officers is provided in houses on bridge deck, and the engineers on the poop, each with a separate room; also saloon and engineers' mess room are fitted out in an artistic style. The petty officers, firemen, seamen and greasers' quarters are situated in the forecastle, and their three mess rooms are in poop near the engine casing. Both a European and a native galley are supplied.

The *Paludina* is sub-divided by transverse and longitudinal bulkheads,—stiffened longitudinally—into 18 main oil tanks and summer tanks. The pump room is situated amidships between No. 4 and No. 5 tanks.

A dry cargo hold is fitted forward under which is a deep tank for either oil fuel or water ballast. Cross bunkers and side bunkers are constructed oil-tight so that they can be used for either coal or oil fuel. A double bottom is fitted under boilers for oil fuel and under engines for reserve feed water, and both forward and after peaks are arranged for water ballast for trimming purposes. The fresh water is contained in a built in tank aft in the lower tween decks.

The machinery consists of a steam driven triple expansion engine, having cylinders 27 inches, 44 inches, and 73 inches, with a stroke of 48 inches. Steam is supplied by three Scotch boilers of the usual marine type having a working pressure of 180 lbs. per square inch. The boilers are arranged so as to be able to burn either oil or coal as fuel, with Zulver Smith System and Howden System of forced draught. The usual auxiliaries, including Weir's feed heater, evaporator, distiller, and oil fuel pump, are fitted in engine and boiler rooms. The vessel is capable, when loaded, of maintaining a speed of 11 knots.

The cargo oil is handled by two large horizontal, duplex oil pumps Heyward Tyler type. Pumps are so arranged that they will pump from the sea into any oil compartment, and from any oil compartment into any other oil compartment on opposite sides, also pump from any oil compartment and deliver simultaneously over each side of vessel; also through main sea valve. A special oil fuel pump is in fore hold for transferring oil fuel in deep tank forward into the cross bunker aft.

The steamer is equipped with wireless apparatus, powerful steam windlass, winches for handling cargo and warping purposes, and steam steering gear with telemotor control, together with steam heating in accommodation, and electric light.

ALLEGED DAYLIGHT ROBBERY.

BY A CHINESE CONSTABLE.

"MORE BEHIND IT THAN IS APPARENT."

The hearing was completed, before Mr. G. N. Orme, on Saturday, of a charge, against a Chinese constable, that he had deliberately walked up to a tradesman, on the Praya, and taken $60 from the upper pocket of his coat.

Mr. F. X. d'Almada defended, and Mr. R. E. Webster watched the case in the interests of the complainant.

The complainant gave evidence, at the first hearing, that he went on the Praya, at six o'clock, one morning, to see if a junk bringing mineral waters for his shop was yet in sight. The defendant came to him and said "I am a policeman," at the same time taking a bundle of notes, amounting to $60, from his breast pocket. Complainant said, "If you *are* a policeman, that is no reason why you should rob me." Defendant threatened to shoot him, and he sent a *foki* to give information to the police. On the arrival of the police, the defendant ran away and threw away the notes.

In cross-examination, by Mr. d'Almada, the complainant denied that his business on the Praya, at that early hour of the morning was to receive a cargo of smuggled cigarettes. He did not offer the constable $200 "not to disturb him in his business."

It also appeared from the cross-examination, that in the chase, the pursuers were: a constable, the complainant's son, and the complainant. Complainant admitted that he was too fat to run far, yet he persisted in taking his share in the chase and all three galloped over the money, after the constable threw it away, in their anxiety to outrun the constable. The money was not found afterwards.

At the next hearing, the defendant gave evidence on his own behalf. He declared that the complainant first accosted him with "Good morning." "Good morning," he replied. Complainant then offered a cigar and said "Have a smoke". On this he said to complainant, "What are you doing here?" The latter said he wanted to land some cigarettes from a boat, and added, "I will give you $200 to drink tea." The defendant said he declined the offer. In the course of further conversation witness said, "Don't leave me," intending to arrest the complainant when another constable arived. None came, so he blew his police whistle. The complainant then assaulted him and he ran away to avoid further assault. When he knew that he was being pursued by constables he at once stopped.

At Saturday's hearing a certificate by Dr. Valentine, the police surgeon, was available. He said the defendant had no marks of injury at the time of arrest but "might have received a slight punch."

Mr. D'Almada submitted that the charge against the constable had been "cooked up" by the complainant and his son because he had interfered with their dealings in illicit cigarettes.

The Magistrate said he attached little importance to the point that the three pursuers did not pick up the notes when the constable dropped them. They wanted to secure their man and each left it to the other to stop and pick up the notes. On the general evidence, the case against the defendant was one of the clearest he had seen. The defendant had done very little to throw improbability on the complainant's story or make a probable one himself. He could not believe the defendant's statement that the other man first mentioned that he was after illicit cigarettes. "One important matter is obscure, still," added Mr. Orme, "and that is motive. Undoubtedly, there is more behind the case than we have before us, but the fact still remains that, on the evidence, the defendant did snatch, and his conduct, afterwards, in running away, in considerable panic, was the strongest corroboration."

"It is a very serious thing for a constable to do," added the Magistrate in sentencing him to two months' imprisonment.

KWANGSI BANK NOTES.

THE PRINTER HEAVILY FINED.

The case in which three Chinese are charged in connection a lithographic printing press and thousands of half finished Kwangsi $5 notes, found on premises in Yaumati, was again before Mr. G. N. Orme, on Saturday.

Inspector Brown intimated that the police had no further evidence to offer and confined themselves, solely, to the charge of unlawful possession.

Mr. A. E. Hall, who defended, said that the first defendant accepted responsibility and would plead "guilty" to possession.

Inspector Brown remarked that the other persons would know that the business was unlawful, even if they were only *employés*.

The Magistrate: They would know, of course, but the question is whether they should be held responsible.

Inspector Brown: I think so.

The Magistrate, however, said that the Ordinance seemed only to contemplate proceedings against principals—the printer or publisher—and not *employés*. The second and third defendants, therefore, being under the control of the first, would not be held responsible. The Magistrate remarked to the remaining defendant, that the charge was a serious one; it was not like an ordinary press. The maximum penalty was $1,000, or three months' imprisonment.

Inspector Brown: I ask for a heavy penalty.

A fine of $750, or three months' imprisonment, was imposed and all the printing apparatus was ordered to be confiscated.

THE HONGKONG CRICKET CLUB.

The report of the Committee for the Season 1920-1921 is as follows:—

The Committee beg to submit their report on the working of the Club and the accounts for the year ending the 31st August, 1921.

The profit and loss account, after writing down furniture, etc., by $1,363.10, shows a profit of $6,300, an actual profit of $7,863.10 as against a profit of $6,632.16 for the previous year.

Entrance fees show a marked increase. 84 new playing members, 20 non-playing members and 33 subscribers joined during the twelve months.

During the year the Club was registered under the Companies Ordinances.

A memorial tablet, presented by Mr. F. Maitland, was erected in the Pavilion to those members of the Club who fell in the war and unveiled by His Excellency the Governor.

Cricket.—The pitch has again had to be re-turfed to a large extent. The extra hard wear occasioned by the interport matches and practices being chiefly the cause.

The Club played 23 matches of which 9 were won, 4 drawn and 8 lost. Mr. T. E. Pearce heads the batting averages with 56.43 and Mr. G. R. Sayer the bowling with 10.52.

Three interport matches were played during the year:—

At Hongkong *v.* Shanghai, won by Hongkong.
At Hongkong *v.* Straits Settlements, lost by Hongkong.
At Shanghai *v.* Shanghai, lost by Hongkong.

The thanks of the Committee are tendered to those members of the community who so kindly helped by subscriptions and in other ways to make the visit of the two teams in November last a success.

Tennis.—The entries for the annual tournament again showed a marked increase, though the net receipts are lower by some $235 as compared with those of last year as, owing to the result of the draw, some matches which would have caused larger attendances of spectators had to be played early in the tournament. Of the two open championship events, the singles were won for the 4th time in succession by Mr. Ng Sze Kwong. The doubles were won by Messrs. R. and H. Hancock.

The Club championship, a new event, was won by Mr. J. B. Penman. The handicap singles "A" and "B" were won respectively by Mr. G. W. Sewell and Mr. C. H. Larkcom, the handicap doubles by Messrs. J. B. Penman and A. D. Humphreys and the mixed doubles by Major and Mrs. Bagnall.

Miss Kirkpatrick kindly presented the prizes at the close of the tournament.

LUSITANO RECREATION CLUB.

FIRST AQUATIC MEETING.

The Lusitano Recreation Club brought off a very successful aquatic meeting, on Saturday afternoon. It was a first attempt, was so well supported by the Portuguese community, and developed such keen competition that it is intended to make the meeting an annual one. The Victoria Recreation Club lent their bath for the occasion, the Lusitano String Band rendered selections, and a large number of people attended, and watched the races with great interest and enthusiasm. They had plenty to entertain them for many of the races were extremely close and some had to be swum again, being declared dead-heats.

The following were the officials of the meeting:—

President: Mr. A. G. da Rocha.
Hon. Treasurer: Mr. F. L. Silva.
Hon. Secretary: Mr. M. F. Baptista.

Committee: Messrs. A. C. Rosario, S. A. Marcal, A. J. V. Ribeiro, A. V. Barros, P. A. Yvanovich, J. O. Remedios and A. A. Alves.

Referee: Mr. A. F. B. Silva-Netto.

Judges: Messrs. P. V. Botelho, J. C. Barretto, J. D. Osmund, M. P. Remedios, M. A. Figueiredo and A. C. Botelho.

Starters: Messrs. A. E. S. and A. A. Alves.

Time-keepers: Messrs. F. M. Cruz, H. J. Silva and A. E. S. Alves.

At the conclusion Mr. J. C. Barretto, Chairman of the Club Lusitano, expressed the thanks of the promoters to the committee of the V.R.C. for the use of the bath; to the donors towards the prize fund and expenses, and to the Lusitano String Band for their help.

Mrs. A. F. B. Silva-Netto then presented the prizes. The following were the prize-winners:—

RESULTS OF THE CONTESTS.

TWO LENGTHS (boys from 11 to 15 years of age).—1, A. Carvalho; 2, L. Ribeiro.

TWO LENGTHS (Handicap) adults.—1, C. R. Pereira; 2, C. Ribeiro.

ONE LENGTH (boys under 11 years of age).—1, R. Pereira; 2, H. Remedios.

FOUR LENGTHS (Handicap) open to members of the V.R.C.—1, D. Laing; 2, A. Botelho.

ONE LENGTH (girls under 14 years of age).—(A) 1, M. Cruz; 2, G. Remedios. (B) 1. C. Osmund; 2, M. Rosario.

FOUR LENGTHS (Championship).—1, A. Botelho; 2, F. M. R. Pereira.

TWO LENGTHS (girls).—1, Beatrice Xavier; 2, L. Osmund.

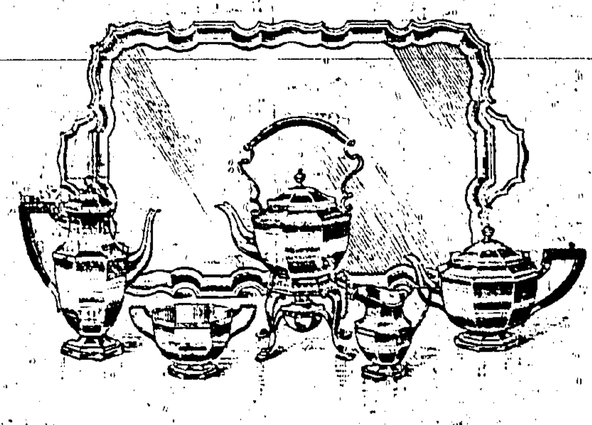
TEAM RACE (Hongkong *v.* Kowloon).—Won by Kowloon.

WATER POLO (Blue *v.* White).—Score 6 all.

BAND RACE.—1, E. Macdougal; 2, C. Pinna.

MAPPIN & WEBB'S
RENOWNED
SILVER & 'PRINCES PLATE'

INSPECTION INVITED
OF OUR LARGE NEW STOCKS



THE "QUEEN ANNE" OCTAGON SERVICE

WE HAVE
A UNIQUE SELECTION OF GIFTS
SUITABLE FOR WEDDINGS
&c. &c.
Lane, Crawford & Co.

MANDER BROTHERS
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WATER PAINTS
Particulars and shade books on application.
SOLE AGENTS:
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NEW STOCK
OF
STRINGS
FOR
VIOLIN 'CELLO DOUBLE BASS
AT
ANDERSON'S
184

Wm Powell Ltd
TELEPHONE 3146.
TAILORING DEPARTMENT.
We have received a smart selection of
AUTUMN and WINTER SUITINGS
in
FLANNELS, CHEVIOTS, HOMESPUNS,
SERGES etc.
These have been marked at competitive prices.
There are Suits for $55.00. Sports Coats $27.50
which we guarantee in style and fit.
SEE WINDOW.

NEW ADVERTISEMENTS

NOTICE.

THE MEETING called by Mrs. LINDSAY at St. ANDREW'S Vicarage, Kowloon, for this afternoon is POSTPONED until FRIDAY the 30TH SEPTEMBER at 5 P.M. [1494

WANTED.

TO RENT FURNISHED HOUSE OR FLAT, for three or four months from December by Married Couple, no children. Reply Box 1495, c/o *Daily Press* Office. [1495

FOR SALE.

APPROX. 1,400 running feet of 14" int. dia. CAST IRON PIPING, flange 20½" faced and drilled for ¾" bolts to British Standard Table No. 1.

Apply.—THE CHINA LIGHT & POWER Co., (1913), LTD.
Hok-Un. [1496

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship

"MATSUYE MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary, before NOON, TO-DAY.

Goods not cleared by 1st Oct., 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, September 24th 1921. [1497

INTER-PORT AQUATIC FESTIVAL
at the
VICTORIA RECREATION CLUB
on
WEDNESDAY, THURSDAY, FRIDAY, SATURDAY,
28TH, 29TH, 30TH SEPT. and 1ST OCTOBER, 1921.

Band in attendance on SATURDAY.

Tea served during Interval.

Admission:—Non-Members Season Ticket ... $5.00
Members, Ladies, Sailors and Soldiers—Season Ticket ... $2.25
Each Day:—Non-members $2.00
Members, Ladies, Sailors and Soldiers $1.00

Tickets can be had at the Club from to-day.

R. C. WITCHELL,
Hon. Secretary.
[1494

G. R.

SALE OF H.M. TUG "ST. SAMPSON."

TENDERS are invited for the purchase of the above vessel with Engines and Boilers and Various Auxiliary Machinery on board. Full particulars of the vessel and conditions of sale may be obtained from the undersigned.

The vessel will be on view at H.M. Dockyard, Hongkong, from the 26th September, 1921 to the 29th October, 1921.

Permits to view the vessel may be obtained on application to the undersigned, and a tender form may be obtained on payment of a deposit of $500.

PARTICULARS OF H.M. TUG "ST. SAMPSON."

Length between perpendiculars	135ft.	0in.
Breadth, extreme	30 ,,	9 ,,
Depth (under side of 6" Bar Keel to Upper Deck)	16 ,,	7⅛ ,,
Tonnage according to British Rules, Gross	451	Tons.
Nominal Displacement	850	Tons.
At mean draft of	13ft.	10in.
Present mean draft	10 ,,	9 ,,

Built by Hongkong & Whampoa Dock Co., Ltd., Hongkong.
Completed...January, 1920.
Materials of Construction:—
Wood.....Fittings in Cabins, &c.
Iron.....General Fittings on deck, &c.
Steel.....Hull, bulkheads, &c.
Decks.....Forecastle, Upper and Lower.

A single screw steel steamer of I.H.P. 1200 fitted with internal electric lighting at 100 Volts.

Built under Lloyds survey. 100 A.1. for towing purposes.

The vessel is new and has not been in service since delivery from the builders.

Tenders will be received in the Office of the *Commodore*, Hongkong, up to NOON, on MONDAY, the 31st October.

H. G. LOWE,
Naval Store Officer.
Hongkong, 22nd September, 1921. [1485

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *Hongkong Daily Press*, are charged for at the rate of $1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertisements at the prevailing rates

INTIMATIONS

NOTICE.

WE have This Day REMOVED to the Second Floor of ST. GEORGE'S BUILDING above Messrs. Shewan, Tomes & Co. Entrance on Chater Road.

Dated the 1st September, 1921.

GEO. K. HALL-BRUTTON & CO. [1379

REMOVAL.

NOTICE IS HEREBY GIVEN that our OFFICE will be REMOVED on SATURDAY, 1ST OCTOBER, 1921, to the 2ND FLOOR of PRINCE'S BUILDING, No. 3, Des Voeux Road Central.

NANYO YUSEN KAISHA,
(The South Sea Mail S.S. Co., Ltd.)
Hongkong, 24th September, 1921. [1489

THE HONGKONG SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

A GENERAL MEETING of Members will be held on THURSDAY, 29TH inst., at THE HELENA MAY INSTITUTE at 5.30 P.M.

BUSINESS:—To pass the Rules and report progress. [1490

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held on FRIDAY, the 30TH SEPTEMBER, at 5.30 P.M.

H. E. STEVENS,
Hon. Secretary.
1491

HONGKONG POLO CLUB.

THE INTERPORT POLO MATCH against Shanghai will take place on the club's ground at Causeway Bay on MONDAY, OCTOBER 10TH, at 4.30 P.M.

The Public are cordially invited to attend. [1492

IN THE SUPREME COURT OF HONGKONG
COMPANIES (WINDING UP)
No. 2 OF 1920.

IN THE MATTER of the Companies Ordinances 1911 to 1921
and
IN THE MATTER of the Chinese Partnership Ordinance 1911.

Re the CHAP CHEUNG SING KI
(In Liquidation.)

TAKE NOTICE THAT A MEETING OF CREDITORS in the above-named matter will be held at the Office of Messrs. LINSTEAD & DAVIS, Alexandra Buildings, Top Floor, on MONDAY, the 3rd day of October, 1921, at NOON.

AGENDA:

1. To consider whether it is advisable to transfer to the CHARTERED BANK OF INDIA AUSTRALIA & CHINA, Saigon Branch, for the benefit of the parties who claim to be entitled thereto, the proceeds of the cargoes of the steamship "DEVAWONGSEE" and "CADDOPEAK" now in the hands of the Liquidator and whether application should be made to the Court accordingly.
2. To consider whether actions should be commenced against certain parties on the grounds that payment to them were a fraudulent preference and if so to authorise application to the Court accordingly.

Dated this 21st day of September, 1921.

C. BERNARD BROWN,
Liquidator.
[1472

FOR SALE BY TENDER.

STEAM LAUNCH BY TENDER.

As she lies at TAI KOK TSUI—A.P.C. Installation.

LENGTH	...	...	48' 6"
BREADTH	...	...	9' 5½"
DRAFT	...	...	4' 0"

Compound Engine 50 H.P. (Non condensing) Built by The Hongkong & Whampoa Dock Co., Ltd.

Speed 7 miles per hour.
Reg. Tonnage... 10 tons.
Bunker capacity 4 tons coal.
Water tanks etc.

Orders to inspect can be obtained from THE ASIATIC PETROLEUM Company, Engineering Department, 4, King's Buildings, and tenders to be sent under sealed cover to the same address, on or before the 15th October, 1921. [1484

SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Davspring." 68

CHAMBER OF COMMERCE HALL.

THURSDAY, SEPT. 29TH, AT 5.30 P.M.

FAREWELL CONCERT
BY
ANNA EL-TOUR
(Famous Concert Singer.)
LEO PODOLSKY
(Distinguished Pianist)
AND
VERA MIROVA
(The Aesthetic dancer)
Kindly Assisted By
HARRY ORE
Well-known Pianist.
J. VAN TAAK (Violin)
F. GONZALEZ (Cello)

BOOKING NOW AT MOUTRIE'S.
PRICES: $3, $2 & $1. [1482

INTIMATIONS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Offices '20, Des Voeux Road, on FRIDAY, SEPTEMBER the 30TH, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 30th of September both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers,
Hongkong, September 9th, 1921. 1425

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 8th day of OCTOBER, 1921, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1921.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to 8th October, 1921, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, September 23rd, 1921. 1483

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1ST to the 8TH OCTOBER, 1921, both days inclusive.

WARRANTS for the INTERIM DIVIDEND can obtained at the Office of the Company, 2, Queen's Buildings, Hongkong, on and after the 11th October next.

By Order of the Board.
R. M. DYER,
Chief Manager.
Hongkong, September 17th, 1921. 1457

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
Boxes CK. KX, LM, LN, LR LT, LU, LW, MA, MK, MZ, NB, A 50.

WANTED.—An EFFICIENT STENOGRAPHER, with several years' business experience, seeks position. A1 references. Apply Box ND, c/o *Daily Press* Office. [121

TO LET.—Quiet English family Kowloon could let LARGE CORNER ROOM, veranda, private bathroom. Suitable for 1 or 2 bachelors. Full or partial board. Apply Box NC, c/o *Daily Press* Office. [120

WANTED thoroughly efficient SHORTHAND TYPIST. Send full particulars of speed and experience. Good salary to suitable person. Apply Box NB, c/o *Daily Press* Office. [119

FOR SALE.—4 STEWART TERRACE Peak.—Apply to H. E. POLLOCK, Princes Buildings. 97

WANTED.—Married Couple require Small FURNISHED FLAT or Apartments, Mid-level or Peak. Willing to share small house. Apply Box MI, c/o *Daily Press* Office. 88

TO LET.

GODOWN at Yaumati.

For particulars apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.
1146

TO LET

GODOWN at Sam Shui Po near Cosmopolitan Dock. Large open compound in front suitable for the storage of Metal, Lumber, Ores, etc. Marine Lot; approached either from land or water side.

For particulars apply to—
W. G. HUMPHREYS & CO.
1324

FOR SALE.

"KENLIS" THE PEAK, RURAL BUILDING LOT NO. 117, Area 12,956 Square Feet, contains:—

GROUND FLOOR—Large Drawing and Dining Rooms—Wide enclosed Verandahs.
HALL—PANTRY—Store Room, &c.
FIRST FLOOR—Two large and one smaller Bedrooms—Two Dressing Rooms—Three Bath Rooms.
BASEMENT—Furnace for Heating—Servan's quarters at back.

A GARDEN LOT for a Tennis Court adjoining present small Tennis lawn at an annual payment of $5 can be obtained.

Apply— Box 1368,
Care of *Daily Press* Office.
[1368

FOR SALE

COLLECTION OF

YATES'

GARDEN SEEDS

In tins containing enough Seeds to plant a moderate sized garden,

At $6 per tin.

GRACA & CO.,

No. 10, WYNDHAM STREET

HONGKONG.

P.O. Box 620.

[18

INTIMATION

Guaranteed free from

Anthrax

British-made

SHAVING BRUSHES

A fine assortment

just received.

A. S. WATSON & CO. LTD.,

(Established 1841)

HONGKONG DISPENSARY.

Phone No. 16.

11

BIRTHS.

BLISS.—At Shanghai, on September 19th, to Mr. and Mrs. L. BLISS, a daughter.

DAWSON.—At Shanghai, on September 18th, the wife of J. ARNOLD DAWSON, a son.

HUNTING.—At Shanghai, on September 17th, to Mr. and Mrs. B. M. HUNTING, a daughter.

MCBAIN.—At 16, Lower Sloane Street, London, S.W., on September 16th, to Mr. and Mrs. NEVILLE SIEVWRIGHT MCBAIN (Shanghai), a daughter.

MURIEL.—At 475, Avenue Joffre, Shanghai, on September 18th, to Mr. and Mrs. H. E. MURIEL, a daughter.

MARRIAGES.

CLEMENTS—BAKER.—At Shanghai, on September 17th, ALBERT JAMES, eldest son of the late Mr. and Mrs. J. J. CLEMENTS, of Shanghai, to CATHERINE HELEN, eldest daughter of the late GEORGE BAKER, and the late Mrs. C. J. CARLE, of Shanghai.

ROXBURGH—SMITH.—At Shanghai, on September 17th, JOHN ROXBURGH, Dumbarton, Scotland, to ALICE DARLEY, Milngavie, Scotland.

DEATH.

DA COSTA.—At the Isolation Hospital, Shanghai, on September 18th, CECILIA RIBEIRO DA COSTA, aged 52 years.

HONGKONG OFFICE: 10A, DES VOEUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 26TH, 1921.

SHIPBUILDING IN HONGKONG

THE launching on Saturday by the Hongkong and Whampoa Dock Co., Ltd., of the first oil tanker to be built in China is an event of more than ordinary significance, especially when we learn that this is the first of four such vessels that the Dock Company is constructing for the Anglo-Saxon Petroleum Company, Ltd., which is one of the "Shell" group. When it is mentioned that these vessels are built on the Isherwood longitudinal system of framing to pass 100 A.1. at Lloyds, those who have any acquaintance with shipbuilding will instantly recognise that it proclaims the local shipbuilding capabilities to be equal to that of the best yards anywhere. It is very satisfactory to learn from the speech made by Mr. W. H. BELL, who is in charge of the Shell Company's interests in Hongkong and South China, that the reports made by the Company's expert upon the construction of the vessel launched on Saturday have been "consistently good" and that he has expressed the opinion that the work put into the ship compares favourably with that in the best yards at home. During and since the war we have seen many fine vessels launched from the shipbuilding yards of Hongkong and they carry their own recommendation wherever they go. A good advertisement for the yards was given when a Select Committee on National Expenditure appointed by the House of Commons published a return of the cost particulars of vessels built to the order of the Ministry of Shipping during the war, which showed that vessels were built in Hongkong cheaper—substantially cheaper—than in any other country where the Ministry placed orders. Those countries included the United States, Japan, Canada and China (Shanghai). No doubt, this has served to draw the attention of shipowners at Home to the capabilities of our yards, and the fact that a Home Company has placed with one of the local Dock Companies an order for something like 35,000 tons of shipping representing a value of several millions of dollars, is a circumstance of more than ordinary interest and significance. On the occasion of vessels being launched in Hongkong the fact has often been commented upon that shipbuilding yards here have many advantages over some of the shipbuilding yards at Home, but they suffer from the disadvantage of having to get their steel out from Home for ship plates and boiler plates. Yet, notwithstanding this disadvantage, it has been shown that the yards here are able to build cheaper, and quite as efficiently, as in countries where steel is immediately at hand. We have long been looking forward to the time when the iron and coal deposits in the neighbouring province of Kwangtung would be made available for the development of industries which would enormously increase the advantages which shipbuilding yards of Hongkong and Shanghai at present enjoy, and would incidentally furnish remunerative employment in many kindred industries for thousands of Chinese; but foreign enterprise which opened out these possibilities has been thwarted and defeated by a turn in the Chinese political kaleidoscope, and unhappily there is no prospect in sight of any native enterprise of the kind commensurate to the needs of the times. But the possibilities remain and we hope it may not be long before the necessary facilities are afforded to willing enterprise to competently develop them.

The price of rice in Shanghai has risen to $13.30 per picul, best quality.

A Chinese bank in Shanghai, named the Hsing Kong Bank, suspended payment last week.

The local regulation prohibiting the removal of dogs from one district to another has been repealed.

The Ministry of Finance having sent $300,000 to the Ministries of Justice and Education, the proposed strike of *employés* of these two ministries has been cancelled.

As a survey of the coast of China has not been made for several years the Hydrographical Society acting under instructions of Ministry of the Navy, will shortly begin a new detailed survey of the coast, says the *North China Standard*.

The Chinese Press states that German or Austrian subjects who formerly held posts in the Chinese Customs Service will be re-instated in their former positions. Those who do not resume their old positions will be allowed the pensions which are due to them.

Scarcely a day passes, says the *N.-C. Daily News*, without a demand for increased wages by some branch or other of local labour. The latest report is that 600 restaurant *employés* in Nantao and the Settlement are demanding an increase of 30 per cent. in their pay, together with a cumsha of 10 cash for each customer who is served with two bowls of rice.

The Chefoo harbour improvement scheme has been completed and the new breakwater mole and quay were formally inaugurated on the 14th inst. The breakwater is 2,600 feet long, the height from the base of the foundation mound to the top of the parapet is 53 feet, and the width of the base of the foundation mound ranges from 117 feet to 123 feet. The work has been carried out by the Netherlands Harbour Works Co. A railway track has been already laid over the mole.

More than 1,000 members of the Chinese Labour Corps reached Shanghai from France last week. After being paid off by the French authorities, they were to be repatriated to their homes at and in the vicinity of Nanking.

A strapping youth, charged with theft from a stall of a bundle of singlets, told Mr. Lindsell, on Saturday, that he "had no strength to be a coolie." He was sentenced to imprisonment with hard labour for 14 days, during which, perhaps, his muscular power will develop.

Arrested for picking pockets, a Chinese, 40 years of age, committed suicide in a cell at No. 7 Police Station, on Friday night, by hanging himself with the waist band of his trousers, which he fastened to the wire net of the electric light guard on the roof of the cell.

We understand that negotiations are in progress between the Hongkong Hotel Co., Ltd., the Dairy Farm Ice and Cold Storage Co., Ltd., and Wiseman, Ltd., with a view to securing a unification of interests between these three companies, and we further understand that there is every probability that such negotiations will eventuate successfully.

Command Orders state that the s.s. *Himalaya*, which is due to arrive in Hongkong on January 8th next year, will bring the 2nd Battalion, King's Liverpool Regiment, and drafts of other units for China. The vessel will leave for the United Kingdom *viâ* Bombay, taking the 2nd Battalion, Wiltshire Regiment to India and various drafts to the United Kingdom.

A notification is published in the *Government Gazette* that the bathing beach at North Point is to be closed from to-day owing to the recent sale of the site. A launch will run from Pottinger Street Pier and Jordon Road Pier, Kowloon, each evening to the bathing beach at Stonecutters Island. The bathing beaches at Kennedy Town and Stonecutters are to be closed on October 15th.

A man seen leaving a hut at Saiwanho with a bundle under his arm, was pursued by a woman living near and captured by a constable. The door of the hut was found to have been forced and the clothing belonged to the occupier. Before Mr. Orme, on Saturday, the man made no defence except that he was without employment. He was sent to prison for three months.

Commander F. G. Pine, U.S.N., has joined the flagship *Huron* (Captain H. I. Cone) as fleet paymaster relieving Commander Conyers Fite. Commander Pine has just come from the navy yard at New York where he was assistant supply officer. Commander F. J. Rogers, U.S.N., has also joined the U.S.S. *Huron* recently to replace Lieut.-Commander Steward Bryant. Commander Rogers comes from the Navy Department at Washington.

The *N.-C. Daily News* of the 20th inst. says:—Mr. Liang Shih-yi, former Minister of Finance, has arrived in Shanghai and leaves by the C.M.S. *Kwangtah* for Hongkong to-day. After a short stay in Hongkong he will go to Canton to negotiate with the Southern Government on certain important matters, as a result of which important developments in the Chinese situation are expected.

What is believed to be a case of wilful damage to machinery, done out of spite by a discharged workman, is reported from the Ewo Cotton Mills, says the *N.-C. Daily News*. Some time during Saturday night the machine room was broken into and extensive damage was done to a blanket machine. An attempt was made to smash it up with a heavy hammer and a large copper roller was found hacked to pieces. It was evident that the damage was done by a man who understood the construction of the machine.

The *Shunpao* publishes a telegram to the effect that Mr. Robert Lansing, former American Secretary of State, and Dr. Paul S. Reinsch, former U.S. Minister to China, have been appointed advisers to the Chinese delegation at the Pacific Conference. The *Shanghai Journal of Commerce* says that Mr. Chow Tz-chi, former Minister of Finance, is shortly going to Washington as high adviser to the Chinese delegation. Owing to the present Cabinet crisis, Dr. W. W. Yen, Minister of Foreign Affairs, declares that he is unwilling to go to America.

The streets of the City are "up" in many places. The Hongkong Electric Company is laying new cables in connection with the installation of a new distributing system throughout the city. Two new 5,000 kilowatt generators are being added to the installation at North Point bringing the capacity up to 13,000 kilowatts. When this work is completed the station at Wanchai will be dispensed with and the present 100 volt system will be gradually changed throughout the Colony to 200 volts. It will take between two and three years before the transformation is completed.

At the annual meeting of the St. Andrew's Society of Hongkong Mr. A. C. Lang was elected chieftain for the ensuing year, and the Hon. Mr. A. G. Stephen was elected Vice-President. Mr. J. W. McPhail was elected Hon. Treasurer and Mr. T. W. Hill was re-appointed Hon. Secretary. The Committee appointed consists of Messrs. James Reid, Robert Sullivan, W. Nicholson, Dr. Black and Dr. Dalmahoy Allan. On the motion of the Chairman, seconded by Mr. Greig, a vote of $250 to Earl Haig's Fund for ex-servicemen was unanimously approved. It was decided to hold the annual ball on November 30th, but it was suggested by the Chairman that the decorations should be on a less lavish scale than heretofore.

STEAMERS IN COLLISION:
KUBELIK'S NARRATIVE.

EXCHANGE GAMBLING:
FIVE BANKS VICTIMISED.

ANOTHER EXPLOSION IN GERMANY:
HEAVY LOSS OF LIFE.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

STEAMERS COLLIDE.

TWELVE LIVES LOST: MANY INJURED.

LONDON, September 24th.

The Ostend mail steamer *Jan Breydel*, while going to Dover, collided with the Norwegian steamer *Salina* in a fog, near the Goodwins.

The *Salina* sank in four minutes. Ten persons were drowned and 2 were fatally injured, besides a number of others injured.

Tugs were despatched from Dover to assist in rescue.

GREAT VIOLINIST'S NARROW ESCAPE.

LONDON, September 24th.

The violinist Kubelik, who was travelling from Prague on a tour to England, after eight years' absence, was a passenger by the *Jan Breydel*.

Interviewed, he said he was sitting in a deck cabin reading, when he heard people rushing. Everyone could see that a collision was inevitable. The question was which boat would sink, but there was no panic. The mail boat struck the *Salina*, which sank in four minutes. Boats from the *Jan Breydel* were immediately lowered, and saved twelve of the *Salina* passengers.

Kubelik asked what his first impulse was, replied, "My first thought was for my violin. I put a lifebuoy round it, so that it should be saved; for a man can save himself, but a violin is helpless. It was terrible to see men, especially the captain's boy, drowning. I could not look at the sinking boat."

Kubelik's violin, the famous Emperor Stradivarius, is considered the finest in the world, and is worth £25,000.

There were pathetic scenes on landing the survivors at Dover. These included the Captain, whose wife and two children were aboard. The wife died in hospital, where the surviving boy remains.

SHIP ABLAZE.

VALUABLE CARGO IN DANGER.

CAPETOWN, September 25th.

The Commonwealth Dominion liner *Port Augusta* arrived here afire. The fire broke out last week in the South Atlantic in bunkers containing coal loaded for New York and Rotterdam. It is believed that Continental coal was responsible for the disaster. The stokers worked in six-hour shifts under terrible conditions. The smoke and sulphur fumes spread almost throughout the ship and the crew was driven out of the forecastle. The cargo, a valuable one in one of the holds, which is ablaze, contains motor-cars and agricultural implements.

SECRET EXCHANGE DEALS.

FIVE BANKS VICTIMISED.

PARIS, September 24th.

According to *Le Journal*, two Paris banks and three Anglo-American banks, with representatives in Paris, have been badly victimised as a result of secret exchange operations by *employés*. The sum involved in one case alone exceeds twenty million francs.

BANTAM-WEIGHT CHAMPION.

FLY-WEIGHT'S CREDITABLE PERFORMANCE.

NEW YORK, September 24th.

"Johnny" Buff, who is really a fly-weight, has been awarded the world's bantam-weight title over Pete Herman, after fifteen rounds. Buff weighed 8/11½, and Herman 8/5½.

MR. CHURCHILL IN DUNDEE.

SURVEY OF IRISH PROBLEM.

LONDON, September 24th.

Mr. Churchill addressed his constituents at the City Hall in Dundee. There was a procession of the unemployed, who tried to rush a cordon outside the hall, but were driven back by the police.

Mr. Churchill said that the Government was profoundly disappointed at Mr. de Valera's rejection of Dominions Home Rule. Allegiance to the King must be insisted on. Ulster had made great sacrifices, and was no longer a stumbling block. Mr. Churchill did not see much real foundation for the prevailing optimism. He was still uncertain where the Irish leaders stood. A conference alone could avert failure.

The present industrial situation was attributable to the collapse of international exchange and Socialist propaganda.

He hoped that the Disarmament Conference would lead to a conference with a view to establishing a normal exchange. Bolshevist agitation helped to destroy confidence and create unemployment.

DISARMAMENT PROBLEM.

LORD ROBERT CECIL'S SUGGESTION TO LEAGUE COMMISSION.

GENEVA, September 24th.

At a sitting of Commission III. of the League, Lord Robert Cecil suggested a meeting of an international conference to study the question of private manufacture of arms and ammunition, which was proposed by the temporary mixed commission on the reduction of armaments, to be held on June 1st next.

Mr. Fisher (Great Britain), and M. Reynald (France), opposed the fixing of the date before the Washington Conference's results were known.

Lord Robert Cecil took the matter to vote, when it was rejected by 10 votes to 7.

A compromise proposal by the Italian representative Signor Schanzer was carried, expressing the high desirability to hold the conference before the next session of the Assembly.

THREAT TO WITHDRAW FROM LEAGUE.

GENEVA, September 24th.

Hungary has withdrawn her application for admission to the League of Nations.

Bolivia threatens to withdraw from the League, because the committee of jurists has decided that the League is not competent to revise her treaty with Chile.

WASHINGTON CONFERENCE.

PERSONEL OF BRITISH DELEGATION.

LONDON, September 24th.

The composition of the British delegation to Washington will depend on the exact nature of the agenda. Thus, the important position of Chinese affairs in the programme may require the appointment of a British representative specially qualified to discuss Chinese questions.

REPRESENTATIVES OF FRANCE.

PARIS, September 24th.

The newspapers state that it has been definitely settled that M. Briand, M. Sarraut and M. Jusserand should represent France at the Washington Conference.

The choice of the fourth representative lies between M. Viviani and M. Loucheur. The latter will probably be chosen as M. Viviani's connection with the League of Nations causes a difficulty.

FAMINE-STRICKEN RUSSIA.

URGENT NEED OF RELIEF MEASURES.

GENEVA, September 25th.

The delay in the action of the European Governments to cope with the Russian famine has painfully impressed the League circles. It is pointed out that relief steps should be taken with as little delay as possible, as thousands are said to be dying daily.

Lord Robert Cecil, interviewed by Reuter, declared that the situation in Russia is most serious. People are fleeing from the famine areas, carrying disease, which might invade East Europe. He expressed the opinion that the League could have dealt with the whole matter. He said if relief did not come soon, it would be too late, as once the waterways of Russia were frozen communication with the interior would become almost impossible.

VILNA DISPUTE.

DISCUSSION IN LEAGUE ASSEMBLY.

LONDON, September 25th.

The Polish—Lithuanian dispute, in regard to the possession of Vilna, which is at present occupied by the Polish General Zeligowski, was discussed at length by the Assembly of the League in Geneva, which finally unanimously adopted the combined resolution moved by Lord Robert Cecil and M. Zahle (Denmark), appealing to the wisdom of Poland and Lithuania to settle the dispute. Lord Robert Cecil and M. Bourgeois pointed out that the Council was unable to arrive at a final recommendation, because the case was not fully submitted to the Assembly.

U.S. PEACE TREATIES.

PRESIDENT HARDING'S LETTER TO SENATE.

WASHINGTON, September 24th.

President Harding, in a letter read in the Senate, declared that the Austro-German and Hungarian Treaties completely harmonized with the Knox Resolution, and would end the last remnant of the war. He, therefore, desired prompt ratification.

Senator Lodge reiterated the opinion that the withdrawal of the American troops from the Rhine would begin soon after the ratification, and drew attention to the fact that neither Italy nor Japan had troops on the Rhine.

EARLIER CABLES.

SUBJECT TO A RESERVATION.

WASHINGTON, September 23rd.

The Senate Foreign Relations Committee has ordered a favourable report upon the German, Austrian, and Hungarian peace treaties, with a reservation requiring Congress to pass an Act to the effect that the appointment of American representatives on Allied commissions must have the sanction of the Senate.

TEXTILE WORKERS' CONGRESS.

8-HOUR DAY AND 44-HOUR WEEK.

LONDON, September 23rd.

The International Congress of textile workers at Paris unanimously passed a resolution declaring that the affiliated societies should immediately combine to obtain a forty-four hour week, and inviting the secretaries of the different national societies to enter into relations with the Amsterdam federation of trade unions to secure the application of an eight-hour day, with a free Saturday afternoon in all countries, in order to abolish the present unfair competition.

RUBBER-PAVING IN LONDON.

QUESTION OF COST.

LONDON, September 23rd.

Experiments in Southwark in the use of rubber for road surfaces have hitherto been satisfactory, but it will be some time before sufficient information in regard to the practicability of rubber roads is available to enable the question to be decided. The great drawback at present is the cost, which is about £4 per yard, mainly owing to the difficulty of attaching the rubber to the road, but it is hoped that means of considerably reducing the cost will be found.

DISARMAMENT DEMONSTRATION.

MR. GOMPERS' SUGGESTION FOR ARMISTICE DAY.

WASHINGTON, September 23rd.

Mr. Gompers has cabled British, French, Italian, and Japanese labour organisations suggesting a world-wide disarmament demonstration on November 11th.

LATEST CABLES.

WAGES REDUCTION.

THREE MILLION WORKERS AFFECTED.

LONDON, September 24th.

Negotiations between the engineering and shipbuilding employers and men on the question of the withdrawal of war bonus have broken down after protracted negotiations. The withdrawal involves reductions in wages of ten shillings weekly. Three million workers are affected. At a conference, the delegates of the unions affected, today, decided to seek the intervention of the Minister of Labour to prevent the dislocation of industry.

FIRE DESTROYS CHURCH.

RESTORATION OF OLD CHURCH POSSIBLE.

DELFT, September 24th.

The fire in the Oudekerk has been mastered. It is believed it is possible to restore the church to its original condition.

EARLIER CABLES.

DELFT, September 23rd.

A fire destroyed the interior of the thirteenth-century Oude Kerk containing the tombs of Admiral van Tromp and of Pietheim.

MANDATES PROBLEM.

NEGOTIATIONS WITH AMERICA.

GENEVA, September 23rd.

M. Bourgeois assured the Assembly that the Council of the League of Nations would pursue its efforts to hasten negotiations between the Powers and the United States in regard to the terms of the Mandates. He pointed out that the mandated territories had already being administered in accordance with the spirit of the Covenant.

Sir James Allen (New Zealand) pressed for a prompt settlement of the terms of the Mandates, and declared that military occupation was not altogether satisfactory. He also declared that the terms of the Mandates in regard to the liquor traffic would only be possible with the removal of discrimination between whites and natives. The Assembly unanimously adopted the report of the Mandates Committee.

MEETING OF PERMANENT MANDATES COMMISSION.

The Permanent Mandates Commission to advise the Council of the League on all matters relating to observance of the Mandates will meet for the first time at Geneva on October 4th. The Commission consists of nine experts on Colonial questions, mostly nationals of Non-Mandatory States, including Senhor d'Andrado, ex-Foreign Minister of Portugal, M. Beau, ex-Governor of French Indo-China, Mr. Ormsby Gore, J. K. Van Res, ex-Vice-President of the Council of the Dutch Indies, and Mr. Yanagida (Japan). It is expected that the Commission will examine reports of the recent administration of mandatory areas, which have been communicated by Britain for Mesopotamia, Palestine, and Tanganyika, by France for Togoland and the Cameroons, and by South Africa for ex-German South West Africa.

UNEMPLOYMENT PROBLEM.

MR. CHURCHILL'S OUTLINE OF GOVERNMENT ASSISTANCE.

LONDON, September 23rd.

Mr. Churchill, replying to a deputation at Dundee with regard to unemployment, said that since the Armistice the Government had spent £105,000,000 in relief. This was unparalleled anywhere in the world. America was now in an infinitely worse position in regard to unemployment than Britain. The demand for national rather than local relief would increase the already heavy taxation, and thus aggravate unemployment. The Government would take a final decision next week. He had every reason to believe that the Government would decide that special assistance must be given in areas where unemployment was exceptionally acute. He was hopeful that the problem would be satisfactorily solved.

WAR DEVASTATED AREAS.

FRENCH AND GERMAN COMPANIES TO BE FORMED.

BERLIN, September 23rd.

In connection with the result of the recent negotiations at Wiesbaden between M. Loucheur and Dr. Rathenau in regard to reconstruction of the North of France, *Vorwaerts* learns that a company is to be formed in Germany and one in France. The German Government will place seven milliard marks at the disposal of the companies, which will be credited to Germany on reparations account. The French company will collect orders and hand them over to Germany.

THE ARBUCKLE CASE.

PRESS EXCLUDED.

SAN FRANCISCO, September 23rd.

When Arbuckle appeared at the Police Court, the surgeons who performed the *post-mortem* testified to the nature of Miss Rappe's injuries. Journalists were excluded from the Court, as the proceedings were mostly devoted to women's cases. Most of the spectators were women.

FAR EASTERN CABLE NEWS.

[BY COURTESY OF THE "CHINA MAIL."]

INTERPORT CRICKET.

SHANGHAI PLAYS HANKOW.

SHANGHAI, September 23rd.

In the first interport cricket match Shanghai v. Hankow at Hankow, Hankow was all out in the first innings for 69. Shanghai made 122. Hankow in the second innings made 21 for two wickets. The navy match was abandoned owing to the rain.

[THROUGH REUTER'S AGENCY.]

REOPENING OF YAP-GUAM CABLE.

WASHINGTON, September 24th.

Baron Shidehara (the Japanese Ambassador) has proposed to the State Department the re-opening of the Yap-Guam cable to relieve congestion during the Pacific Conference.

BANQUE INDUSTRIELLE RUMOUR.

PARIS, September 25th.

The rumour that proceedings will be taken against the directors of the Banque Industrielle de Chine are officially declared to be absolutely without foundation.

LATEST CABLES.

EXPLOSION IN SALTPETRE WORKS.

MANY REPORTED KILLED.

BERLIN, September 24th.

There has been an explosion in the saltpetre works at Kleihlaufenburg. Many were killed. The damage is considerable.

U.S. AMATEUR GOLF CHAMPIONSHIP.

CLAYTON, September 25th.

Jesse Guilford has won the United States Amateur Golf Championship, beating Gardner by 7 and 6.

EARLIER CABLES.

ULTIMATUM TO HUNGARY.

DEMAND FOR EVACUATION OF BURGENLAND.

PARIS, September 23rd.

The Conference of Ambassadors has presented to the Hungarian Minister at Paris a Note calling upon Hungary to evacuate the whole of Burgenland in a short time, otherwise the Allies will be compelled to resort to coercive measures.

The Hungarians recently occupied Burgenland, which was handed over to Austria under the Peace Treaty.

OBITUARY.

COPENHAGEN, September 23rd.

The death is announced of Commodore Suenson, ex-manager of the Great Northern Company, who supervised the laying of cables to the Far East.

U.S. WAR FINANCE CORPORATION.

ADVANCE TO AID MARKETING OF GRAIN CROP.

WASHINGTON, September 23rd.

The War Finance Corporation has advanced $15,000,000 to the co-operative grain-growers of Minnesota to aid in marketing the 1921 crops.

FAMOUS FRENCH AVIATOR KILLED.

ETAMPES, September 23rd.

The famous French aviator de Romanet was killed here. His machine crashed while he was practising for the Aviation Cup Contest.

JEWEL THEFT ON FRENCH TRAIN.

PARIS, September 23rd.

A message from Nice states that jewels valued at fr. 40,000 were stolen from a lady passenger in a train between Annecy and Cap Ferrat.

INCREASE IN AMERICAN TIN PRICES.

PITTSBURG, September 23rd.

The American Sheet and Tinplate Company announces that the price of its principal products has been increased $5 per ton.

FRENCH AS OFFICIAL LANGUAGE.

WASHINGTON'S THREAT TO PRIVILEGE.

PARIS, August 24th.

Replying in the Chamber of Deputies to the Permanent Secretary of the Academie Francaise (M. Frederic Masson), M. Briand stated in regard to the wish expressed by the Academie regarding the use of the French language at the Washington Conference, that during the negotiation in 1919, English was admitted as an official language, together with French. He declared that he would do his utmost to see that no fresh attempts were made on the privilege of the French languages and added that the United States Government had assured the French Ambassador that the reports regarding the exclusive use of English at the Washington Conference were totally unfounded.

M. Briand concluded by stating that the French Government could not take part in a conference in which French was not admitted as an official language.—*French Wireless.*

THE MACAO CRISIS.

LATEST NEWS.

Rumours reached Hongkong on Saturday morning that the Chinese gunboat which left the harbour on Thursday evening in compliance with the Portuguese ultimatum, returned to Portuguese waters early on Saturday. Numerous telegrams reached the Colony on Saturday showing a pessimistic and an anxious outlook and one cable stated that a conflict was imminent.

There was great activity in military circles in Macao, and it is said that a proclamation has been issued placing the City under martial law, as the consequence of which the steamers from Macao have brought over a number of women and children, and a large number of Chinese.

Advices reached Hongkong on Sunday morning that trouble had been evaded and that there is probability of the matter being settled by arbitration.

MARTIAL LAW PROCLAMATION WITHDRAWN.

Those who returned, yesterday, by the *Sui An* from Macao stated that proclamation with respect to martial law has been withdrawn, and the Volunteers are back in civilian clothes.

A good many residents of Hongkong went over to Macao, yesterday, by the morning steamer and returned in the evening. They reported "all quiet" and found the gambling houses open as usual. As one of them said, at the Macao wharf last night, they "could not see what all the fuss was about. The small Chinese armed craft in the harbour are no bigger than launches and could not do any damage, if they tried." Nevertheless, it was noticed that the Portuguese authorities had moved guns to the crest of the hill in order to deal with any emergency.

HOW THE MODERN "BOOM" COMES.

POWER OF SUGGETION ON THE CROWD.

What makes a boom?

The question is raised by a Bromley reader, who in a letter to the *Daily Chronicle*, says:—

Has it ever occurred to your other readers what a curious instance of crowd psychology is the modern boom?

The "movies" are with us always, but the dancing boom is now said to be drawing to a close, and the experts (who are these experts, by the way?) are busy prophesying another roller-skating boom which is to rival, if not eclipse the famous one of a dozen years ago.

Why does everyone want to do the same thing at the same time? Is it the force of suggestion or merely lack of initiative? It raises an interesting problem.

And I know perfectly well that just as I have been dancing with the best of them for the last three years, so I shall find myself trundling busily round the nearest rink as soon as the skating boom is officially declared.

The problem was taken to a leading psychologist by a *Daily Chronicle* representative.

"To some minds the appeal of suggestion is very great," he said. "Understanding its power is one of the arts of publicity.

COLLECTIVE HALLUCINATION.

"There are many curious instances of crowd psychology. Some of the most curious come from Latin countries, in connection with 'miraculous' pictures or statues.

"I do not by any means declare that some of these things are not miraculous, but it has been admitted by learned priests themselves that in certain cases there has been a collective, but no individual, testimony to the wonders alleged. There is such a thing as collective hallucination, and this is simply an example of the crowd psychology of which your correspondent speaks.

"To explain it a whole book would be necessary, but that it does exist cannot be denied.

"The modern boom in dancing was probably the survival of the spirit which in war-time turned to gaiety for relief. It has worn itself out, and hence comes the need for some other great popular pastime."

MANCHESTER COMPANY'S HEAVY LOSS.

EFFECT OF FALL IN PRICES.

The well-known Manchester Company of Messrs. Rylands and Sons, manufacturers and general warehousemen, reports a loss for the half-year ended June 30th last of no less than £1,20.,314. This loss, the directors say, has been caused by the unprecedented fall in the values of stock in trade—which on December 31st stood at £3,301,446—and loss under heavy contracts, and all of these had been cleared or provided for.

The transfer of £250,000 from the reserve is recommended, and also the payment of a dividend of 5 per cent. actual on the Ordinary shares shares, less tax, leaving £193,193 to be carried forward. As will be seen from our City Notes, the accounts for the half-year ended December 31st, 1920, showed a loss of £169,5 7. But a dividend of 5 per cent. was paid out of the balance of £333,602 brought in, and £117,493 was then carried forward.

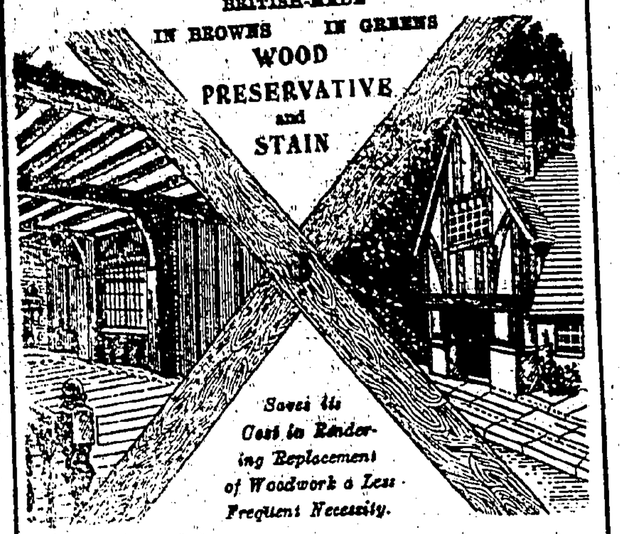
Commenting on the report of Rylands and Sons, Limited, a Manchester cotton authority said:—"It contains nothing alarming, and Manchester business men will not be surprised. The whole of the loss is probably on depreciation in values. Values have been reduced to get on to a sound business footing. Since June the outlook has been brighter, and I am convinced we have seen the worst of the depression. I do not anticipate a boom nor do we want one, but the present half year has much more favourable prospects than the last."

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FIRST-CLASS FAMILY & COMMERCIAL HOTEL, Situated in the Finest part of the town, and within easy reach of shopping and business centres, station and steamers. Splendid accommodation. Good Service. Excellent cuisine. Charges moderate. Special terms for stays of one month or longer periods, Motor Car & Carriage on hire.

Telegram Add.—HOTEL ROYAL. MADAME A. STARO, Proprietress.

1408

Hotels in Japan & Manchuria

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—:o:—

Average Rates for Single Rooms (without Bath) including meals

Y10—12 in cities and some popular resorts.

Y 8—10 in country districts.

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Chuzenji (Nikko):—Lakeside Hotel
Kamakura:—Kaihin Hotel
Karuizawa:—Mikasa Hotel; Mampei Hotel
Kobe:—Oriental Hotel; Ter Hotel
Kyoto:—Kyoto Hotel; Miyako Hotel
Matsushima:—Park Hotel
Miyajima:—Miyajima Hotel
Miyanoshita:—Fujiya Hotel
Nagasaki:—Japan Hotel
Nara:—Nara Hotel
Nikko:—Kanaya Hotel; Nikko Hotel
Osaka:—Osaka Hotel
Shimonoseki:—San-yo Hotel
Shizuoka:—Daitowan Hotel
Tokyo:—Imperial Hotel; Tokyo Station Hotel; Tsukiji Seiyoken Hotel
Yokohama:—Grand Hotel

IN TAIWAN (FORMOSA)

Taihoku:—Taiwan Railway Hotel

IN CHOSEN

Keijo Seoul):—Chosen Hotel
Fusan:—Fusan Station Hotel
Shingishu:—Shingishu Station Hotel

IN MANCHURIA

Changchun:—Yamato Hotel
Dairen:—Yamato Hotel
Hoshigaura:—Yamato Hotel
Hotel (Mukden):—Yamato Hotel
Ryojun (Port Arthur):—Yamato Hotel

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RUSSIAN BLOCKADE RUNNER.

[FROM A CORRESPONDENT TO "THE DAILY TELEGRAPH."]

The Bolsheviks have helped to bring to life a type which was practically extinct—the blockade-runner. All around their domains the Bolsheviks have erected a sort of Chinese Wall, which for ordinary mortals it is practically impossible to get over. But bold spirits, eager for adventure, have come forward and have made a profession out of the dangerous task of going into and coming out of Soviet Russia. The greatest efforts have been unsparingly made by the Extraordinary Commissions and by other Communist organisations to close the frontier absolutely. But all to no use. Bold men continue to cross the long-drawn-out border carrying messages, transporting money and other valuable stuff, and smuggling poor wretches out of the clutches of their slave-driving tyrants. It is true that bribery, which is universally prevalent among Bolshevik officialdom has always made the task of the blockade runners more easy than appears on the surface.

In all the states on the Russian border you can meet these blockade runners. Mostly young, hefty chaps with a peculiar bold gaze of shrewd, steady eyes, they are recruited from the mass of numerous refugees who have left Russia without any other asset than a good physical constitution and a considerable dose of courage. One of the most successful blockade runners I have met was a man called Herman, who had contrived to keep to his perilous job for nearly three years. In Petrograd alone he had been fifty-eight times, not counting visits to places of minor importance. He was betrayed to the Bolsheviks in June last, and so afraid were they that he would escape that they shot him out of hand immediately, although I suspect that there was yet another reason for so doing. Herman always asserted that agents of the Extraordinary Commission were his best friends, and that by paying he could do with them what he liked. A dead man tells no tales, and if Herman had talked many Bolsheviks may have suffered.

Herman's methods were extraordinarily bold and simple. Before starting on one of his periodical visits to Soviet Russia he invariably subjected himself to a hunger cure, so as to lose his ordinary fresh complexion, which would easily have given him away among the starving population of Petrograd. The frontier he crossed in summer on foot, and in winter in a light sledge. For his crossings Herman chose always the best-guarded sectors of the line. For, as he explained, this is where the badly-disciplined Red soldiers, relying upon each other, are most easily tricked. Herman naturally was always provided by his allies with numerous Bolshevik identification papers, and boldly took up his residence in the best quarters of the towns he visited. The letters that man alone has carried in both directions run into thousands. Herman was a regular dare-devil.

On one of his expeditions to Petrograd he blew up for a bet the monument to a Bolshevik commissary, and got away safely, although the thing was done in the presence of a large crowd. Blockade runners of Herman's calibre are numerous. The Bolsheviks catch some, but new ones come forward, the profession being too lucrative and having a great attraction for young, adventurous men. Some blockade runners have specialised on the water. They cross the Finnish Gulf on a dark night, sometimes right under the nose of Bolshevik patrols. Other men make a speciality of dashing across the ice in little sledges drawn by small, fast-trotting ponies, horses, sledge, and passengers all together being covered by a white sheet.

It must be said that some blockade runners undoubtedly work also for the Bolsheviks, bringing back from Russia Communist propaganda, and those mysterious agents who come and go in the offices of the Third Internationale in Moscow.

SPEECH RESTORED BY FEAR.

LUCKY MISTAKE OF A SILVERTOWN VICTIM.

A remarkable case of sudden recovery of speech has occurred at Letchworth.

Thomas Clanwaring, who lives in New-street, Silvertown, was rendered dumb by the great Silvertown explosion four and a half years ago. He went to Baldock, near Letchworth, recently, to look for work, using a slate on which he wrote questions when requiring direction. He asked by means of the slate, to be directed to Letchworth Baths, and a Baldock man named Robinson accordingly took him there.

Clanwaring, who is a poor swimmer, mistook the deep for the shallow end, and dived in the water. When he found himself out of his depth and in difficulties, he tried to shout for help, and found, to his amazement, that he had recovered his speech.

He was assisted out of the water, and later taken to the local doctor, who congratulated him on his remarkable recovery.

Clanwaring lost his mother, sister, and brother in the Silvertown disaster, and was himself injured besides being rendered dumb.

ARE JAPANESE WHITE?

That the Japanese are a white race is the contention on which Takao Ozawa, a Japanese, is basing his fight to enforce his "right" to become an American citizen.

The case will soon come before the United States Supreme Court, says a Washington cable to the *New York Herald* (Paris edition), and will be argued by Mr. George W. Wickersham, who was Attorney-General of the United States under President Taft.

Mr. Wickersham will argue that the Japanese are a distinct race wherein the Caucasian type is prevalent, with a mixture of Mongolian and Malay.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENARTY"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, after the 16th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd Oct., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th Sept., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., LTD., Agents.

Hongkong, September 19th, 1921. [1465

S.S. "ARMAND BEHIC"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed, and stored at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after the 27th Sept., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th Sept., or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Tuesday, the 27th Sept., at 10 A.M.

No Fire Insurance has been effected.

R. RODENFUSER, Acting Agent.

Hongkong, September 21st, 1921. [1474

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM BELAWAN DELI, PENANG AND SINGAPORE.

THE Steamship

"VAN CLOON,"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by September 27th, 1921, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the September 25th, 1921, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN, Agents.

Hongkong, September 22nd, 1921. [1475

"BEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

The Steamship "BENLEDI"

FROM LEITH, ANTWERP, MIDDLESBRO LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th Oct., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th Sept., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, September 22nd, 1921. [1480

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Sept., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD., General Managers.

Hongkong, September 22nd, 1921. [148

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

—:o:—

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FIRE.
LIFE.
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TYPHOON.
MOTOR CARS.
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1378 LOCAL MANAGER—G. H. ELLIOTT.

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The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

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Gruyere	$1.25 per lb.	
Gouda (Full Cream) ...	1.15	" "
Australian Cheddar... ...	.85	" "
Picnic (own make)	.50	" jar.
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TUESDAYS:—MISCELLANEOUS GOODS.
THURSDAYS:—VALUABLE HOUSEHOLD FURNITURE.
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TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

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s.s. "PERSIA"... sailing on or about 10th October

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s.s. "UMVOLOSI" sailing on or about 30th Sept. from Colombo
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SOUTH AFRICAN PORTS from CALCUTTA & COLOMBO.

Through Bills of Lading issued from Hongkong.

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VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

KASHIMA MARU	Thursday,	29th Sept., at 11 a.m
AUWA MARU (Nagasaki direct)	Saturday,	29th Oct., at 11 a.m.
FUSHIMI MARU (Nagasaki direct)	Saturday,	19th Nov., at 11 a.m.
KATORI MARU (calling Manila)	Saturday,	3rd Dec. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, Penang Colombo, Suez and Port Said.

INABA MARU	Friday,	30th Sept., at 11 a.m.
KAMO MARU	Friday,	14th Oct., at 11 a.m.
IYO MARU	Friday,	28th Oct., at 11 a.m.

HAMBURG, via LONDON & ROTTERDAM.

MITO MARU	Middle of October.
MATSUYE MARU	End of November.

LIVERPOOL & GLASGOW via MARSEILLES.

LISBON MARU	Monday,	3rd Oct.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU	Tuesday,	18th Oct., at 11 a.m.
AKI MARU	Tuesday,	15th Nov., at 11 a.m.

NEW YORK, VIA PANAMA & CUBAN PORTS.

DURBAN MARU	Thursday,	20th Oct.

NEW YORK via SUEZ.

RANGOON MARU	End of Oct.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE.

KAWACHI MARU	Middle of November

BOMBAY via Singapore, Penang and Colombo,

TATSUNO MARU	Monday,	26th Sept.
AKITA MARU	Monday,	17th Oct

CALCUTTA via Singapore, Penang & Rangoon.

NAGANO MARU	Monday,	26th Sept.
BENTEN MARU	Sunday,	9th Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU	Friday,	14th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MATSUYE MARU (calling Nagasaki, Kure)	Sunday,	25th Sept.
WAKASA MARU (omitting Shanghai) ...	Saturday,	24th Sept.
ATSUTA MARU	Thursday,	29th Sept., at 11 a.m
SANZKI MARU (omitting Shanghai) ...	Thursday,	29th Sept.

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BETWEEN
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Sailing from Hongkong.

FOR HAIPHONG via Hothow & Pakhoi

S.S. "TAIKWA MARU" on or about 29th Sept.

FOR KEELUNG via Swatow & Amoy

S.S. "HOZUI MARU" on or about 29th Sept.

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THE NECESSITY FOR TRUTH.

DR. FOULKES JACKSON'S WARNING.

The outstanding feature of the discussions at the conference of modern Churchmen in the Library at Girton College, Cambridge, on August 9th, was the intervention in the debate of Dr. Foulkes Jackson, joint author with Professor Lake of that remarkable treatise "Beginnings of Christianity," which has given rise to so much controversy in theological circles. In pursuance of the line of thought which the conference is following—"Christ and the Creeds"—the discussion centred around the query "What do we know about Jesus?" Dr. Foulkes Jackson said no one could fail to notice how carefully, last year, the official leaders of the Church abstained from raising the question of the fundamentals of their religion. There it was different. They had deliberately chosen to discuss the very fundamentals of the Christian faith, and to face, and not to shirk, that most pointed of all questions, "What think ye of Christ?" After having spoken of the necessity for seeking for the truth, he said, referring to "The Beginnings of Christianity," that if the conference considered the authors had gone too far, it should point out their real mistakes, and if it convinced them they would retrace their steps. "Otherwise," he added, "we mean to go forward, for we are aware, as you are aware, that Christianity can never survive among the educated—and that means, at no distant date, among mankind—unless we face, and prefer truth to all other considerations."

Canon Glazebrook again presided.

The debate was opened by the Rev. C. W. Emmet, vice-principal of Ripon Hall. The historian, he said, could not isolate the Gospels when asking what could be learned about Jesus. Part of the material which he must take into account was that Jesus was the kind of man who could draw to Himself, whether before or after His death, all the conceptions of supernatural greatness current in His age, and who became the starting-point and the abiding inspiration of a movement which survived all its rivals. There were various conceptions current of Him—the traditional, the eschatological, and the liberal Protestant. They all agreed that at least He counted supremely. The "Christ-myth" theory believed that he neither counted nor existed. The view lately put forward by Professor Lake seemed to suggest that Christ existed indeed, but did not really count. Such a conception could never be satisfactory to the historian. On every side the gospel gave the impression of one who was at least an overwhelming personality. It was, indeed, agreed that early Christianity took little interest in the personality of the historic Jesus. In so far that that was true, it only confirmed the general authenticity of the gospel portrait, since it could not be explained as the outcome of apologetic or controversial interests; nor was it relevant to compare the great characters of fiction. They lived as the expression of the experience of a single creative mind. The Gospels were the product of a process, not of any one artistic genius. If they embodied so original a portrait as that of Jesus, it must be in essence historical. In so far as the phrases of traditional Christology failed, it was not because they exaggerated His greatness or significance, but because all explanations were partial and inadequate in face of the mysterious personality of one who revealed the perfection of God and of man.

The Rev. H. R. Lightfoot, Fellow of Lincoln College, Oxford, saw a certain danger in the subject. It was possible to know Our Lord too humanly. Christianity was essentially a religion of devotion to a real person who was believed to have lived an historical life. The incarnation was its one great dogma, and the Church was only Christian so far as it had the mind of the founder. It was no historical accident that Jesus of Nazareth was regarded as the author of our faith. Having referred to some of the essentials of the mind of Christ, as it lay before them in the gospels, the speaker observed that what was perhaps most significant of all was that he left no code; no book, no system. He only left Himself.

FUNDAMENTALS OF RELIGION.

Dr. Foulkes Jackson, who followed, said he intervened because he felt he was in part the cause of the choice of that most interesting of topics which he believed was one that only a body such as theirs would venture to bring forward in these days. No one could fail to notice how carefully, last year, the official leaders of the Church abstained from raising the question of the fundamentals of their religion. The Lambeth Conference, it was true, invited all Christians to unite with them on the basis of the Nicene creed, but that was all. The bishops did not so much as hint on the method of its reception of the difficulty of reconciling the formulæ of the fourth century with modern views as to the sense in which Scripture should be interpreted, or with the philosophy of the present day. Aptly they were content with the formal acceptation of a dogmatic statement, almost incomprehensible to those unacquainted with theological terminology of a remote past, and practically impossible for a man living in our days to give an ex animo assent. Of the difficulties which perplexed most of them, their lordships offered no solution. "Here it is otherwise," added Dr. Jackson. "We have deliberately chosen to discuss the very fundamentals of the Christian faith and to face, and not shirk, that most pointed of all questions, "What think ye of Christ?" The reason for that choice he had the vanity to suppose was the publication of the first volume of the "Beginnings of Christianity," which Professor Lake and he had edited, and in which they had endeavoured to produce a scientific statement of the condition of primitive Christianity and to invite the critics to correct them if they were in error. The hostile criticism to which the concluding chapters of the book had been subjected came mainly from Anglican reviewers, and they had also been severely rebuked by the liberals of their own Church, who had his sincere sympathy. "They are fighting a hard fight," proceeded Dr. Jackson. "On the one hand they see that they are losing the support of the public, because there is little demand for reasonable presentation to Christianity. People are not saying, as they did formerly, 'Give up your impossible dogmas and your self-evident myths on which they are based and let us have a plain statement of the essentials of Christianity.' There is a growing conviction, not less dangerous because it now rarely finds a voice, that Christianity can be ignored. Men no longer care about the sort of sermon they once listened to with attention, and are less and less troubled by religious doubts—not because they have ceased to doubt, but because they are hardly interested at all in the religious problem. What, therefore, is needed is something which will arouse and stimulate men to shake off this lethargy and cause people to realise that religion is one of the most important things in the world."

A LIVING ORGANISM.

That was being done more successfully outside than within the Anglican Communion, but he doubted whether that type of liberal Christianity was likely to endure. Its weakness appeared to him that it was unhistorical and took no account of the fact that the Christian religion was a living organism which had been subject to the law of growth and development, and that every step in its progress was the logical consequence of what had gone before. Having instanced how easy it would have been to have disarmed the critics of "beginnings" both amongst the historians and the sacramentalists, Dr. Jackson said the authors had not done so because they were convinced that the present time was one in which the Church needed a plain statement of the difficulties of modern Christianity, that it might realise where it stands, and he appealed to them as liberal Churchmen to credit Dr. Lake and himself with honesty of purpose. "The danger at the present time," concluded Dr. Jackson, "is from the caution of our friends. Liberal Churchmanship is in peril of becoming the Canute of our age. It has too long endeavoured to sit upon the throne and tell the advancing tide where to stop. We are always wondering where to draw the line and find peace, where we can say 'We have progressed far-enough.' Our efforts are doomed to failure. In no field of human activity has it been possible to follow truth to a certain spot and there stop, for whenever men do this truth still advances and is lost to them. Therefore I appeal for fair treatment at your hands. If you consider we have gone too far, point out our real mistakes, and if you convince us we will retrace our steps. Otherwise we mean to go forward, for we are aware, as you are, that Christianity can never survive among the educated—and that means, at no distant date, among mankind—unless we face and prefer truth to all other considerations.

Other speakers followed.—*Daily Telegraph.*

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 25th

	Previous Day at 2 p.m	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.89	29.92	29.92
Temperature ...	80	73	82
Humidity ...	45	41	48
Wind Direction	SE	NNE	ESE
" Force	2	3	2
Weather...	b	b	c
Rain	0.00	0.00	0.00

Highest open-air Temperature on 24th ... 81
Lowest open-air Temperature on 25th ... 73

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HAIPHONG via HOTHOW	"TAKSANG"	Tues.,	27th Sept., 8 a.m.
KOBE via SHANGHAI	"CHAKSANG"	Wed.,	28th Sept., D'light.
BANGKOK via SWATOW	"CHUNSANG"	Wed.,	28th Sept., D'light.
STRAITS & CALCUTTA	"KWAISANG"	Sat.,	28th Sept., 3 P.M.
SHANGHAI & TSINGTAU via SWATOW	"TUNGSHING"	Thurs.,	29th Sept., Noon.
BANGKOK	"FOOSHING"	Thurs.,	29th Sept., Noon.
TIENTSIN	"CHEONGSHING"	Fri.,	30th Sept., Noon.
MANILA	"LOONGSANG"	Fri.,	30th Sept., 3 P.M.
SANDAKAN	"HINSANG"	Tues.,	4th Oct., Noon.

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S.S. "PEMBROKESHIRE"	20th Oct.
S.S. "GLENIFFER"	25th Oct

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENTARA"	25th Sept.	GENOA, ROTTERDAM, HAMBURG & HULL.
M.V. "GLENAPP"	27th Oct.	GENOA, LONDON, ROTTERDAM & HAMBURG.
M.V. "CARNARVONSHIRE"	3rd Nov.	LONDON, ROTTERDAM & HAMBURG.
M.V. "PEMBROKESHIRE"	27th Nov.	GENOA, LONDON, ROTTERDAM & HAMBURG.

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SHIPPING NEWS

ARRIVALS.

September 23rd.

Aizawa Maru, Japanese str., 921 tons, Capt. Hamashima, from Keelung, with coal.—Yamashita.

Asia, Chinese str., 667 tons, Capt. Edward Bentley, from Hoihow, with a general cargo.—Yick Fat.

Sandon Hall, British str., 3,314 tons, Capt. Jones, from Shanghai, with a general cargo.—Bank Line.

September 24th.

Chenan, British str., 1,355 tons, Capt. P. Purslow, from Canton, with a general cargo.—B. & S.

Cheribon Maru, Japanese str., 2,491 tons, Capt. K. Morita, from Moji, with a general cargo.—Nanyo Yusen Kaisha.

Elpenor, British str., 4,824 tons, Capt. W. R. Wallace, from Shanghai, with a general cargo.—B. & S.

Hailoong, British str., 1,107 tons, Capt. W. Couper, from Foochow, Amoy and Swatow, with a general cargo.—D.L. & Co.

Hwah Wu, Chinese str., 2,769 tons, Capt. L. E. Weidmann, from Chingwantao, with coal.—Dodwell & Co.

Hydrangea, British str., 561 tons, Capt. W. J. Collom, from Swatow, with a general cargo.—Chiu On S.S. Co.

Kashima Maru, Japanese str., 6,129 tons, Capt. K. Itsuno, from Shanghai, with a general cargo.—N.Y.K.

Kwonglee, Chinese str., 1,468 tons, Capt. G. Crawford, from Canton, with a general cargo.—C.M.S.N. Co.

Kwongsang, British str., 1,248 tons, Capt. W. F. Pichard, from Swatow, with a general cargo.—J.M. & Co.

Matsuye Maru, Japanese str., 7,021 tons, Capt. S. Shiratori, from Singapore, with a general cargo.—N.Y.K.

Mogami Maru, Japanese str., 1,336 tons, Capt. I. Matsumoto, from Canton.—M.B.K.

Phra Nang, British str., 1,022 tons, Capt. Heaney, from Saigon, with rice.—Nam Yuen & Co.

Poolee, Chinese str., 314 tons, Capt. Chan Chan, from Port Bayard, with a general cargo.—Hung Shun.

Seiwa Maru, Japanese str., 935 tons, Capt. T. Horu, from Keelung, with coal.—M.B.K.

Shingo Maru, Japanese str., 13,000 tons, Capt. Y. Maki, from San Francisco, with a general cargo.—Y. Tsutsumi.

Sinkiang, British str., 1,616 tons, Capt. C. W. Puckett, from Shanghai and Swatow, with a general cargo.—B. & S.

Tjibodas, Dutch str., 2,953 tons, Capt. J. Blankert, from Moke, with a general cargo.—J.-C.-J. L.

Wakasa Maru, Japanese str., 6,073 tons, Capt. B. Tsuda, from Singapore, with cotton.—N.Y.K.

September 25th.

Carnarvonshire, British str., 5,955 tons, Capt. H. S. Gulston, from London and Singapore, with a general cargo.—J.M. & Co.

Cheongshing, British str., 1,266 tons, Capt. T. Croft, from Tientsin, with a general cargo.—J.M. & Co.

Duquesne, American str., 668 tons, Capt. M. E. Huntley, from Baltimore and Shanghai, with kerosine and iron.—Struthers and Dixon.

Hozui Maru, Japanese str., 1,078 tons, Capt. K. Katsuramoto, from Haiphong and Hoihow, with a general cargo.—Y.K.K.

Kohyo Maru, Japanese str., 1,280 tons, Capt. M. Eguchi, from Hongay, with coal.—M.B.K.

Kweichow, British str., 1,222 tons, Capt. R. Ritchie, from Canton, with a general cargo.—B. & S.

Ningchow, Chinese str., 313 tons, Capt. Kwok Shan, from Haiphong, with a general cargo.—Eastern Nav. Co.

Phan Samai, Siamese str., 1,267 tons, Capt. N. Ratanakul, from Bangkok and Swatow, with rice.—Kwang Nguan Seng.

Taikwa Maru, Japanese str., 1,294 tons, Capt. K. Aoyama, from Keelung and Swatow, with coal.—Y.K.K.

Van Cloon, Dutch str., 2,862 tons, Capt. F. Schlette, from Swatow, with a general cargo.—J.-C.-J. L.

CLEARANCES.

September 24th.

Anyo Maru, for Moji.
Aizawa Maru, 20, for Foochow.
Bessie Dollar, for Keelung.
Carnarvonshire, for Shanghai.
Chenan, for Shanghai.
Chipshing, for Tientsin.
Crook, for Singapore.
Kaijo Maru, for Swatow.
Kumsang, for Singapore.
Kwonglee, for Shanghai
Kwongsang, for Canton.
Matsuye Maru, for Shanghai.
Mogami Maru, for Keelung.
Seang Bee, for Amoy.
Seiwa Maru, for Canton.
Sinkiang, for Canton.
Tandon Hall, for Manila
Telemachus, for Saigon.
Wakasa Maru, for Kobe

PASSENGERS.

ARRIVALS.

Per s.s. *Hailoong*, on September 24th: Lieut.-Commander V. P. Alleyn, R.N., Mr. Pearman and Mr. H. C. Falcone.

Per s.s. *Shinyo Maru*, on September 24th:—Mr. K. Alfred, Mr. D. B. Ayerst, Mr. and Mrs. R. H. Backrath, Mr. and Mrs. L. R. Cofer, Mr. and Mrs. J. L. Coke, Mr. J. Donguid, Mrs. F. Freeman, Mr. W. Geerling, Mrs. E. Johns, Miss M. Johns, Mr. J. S. Knight, Miss B. N. Lathrop, Mr. and Mrs. B. W. Marsh, Mr. T. S. Moriarty, Mr. and Mrs. R. I. McCorkindale, Mr. J. W. Oliver, Mr. H. Sartorius, Mr. A. Santos, Mr. and Mrs. A. L. Sutton, Mr. L. Achipper, Mrs. J. Israel, Mr. and Mrs. H. A. Stringfellow, Miss E. M. Tutein-Nolthening, Mr. F. W. H. Tydeman, Mr. O. Uhl.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kalyan* arrived at London on September 21st.

The N.Y.K. s.s. *Kirin Maru* (Calcutta line) left Calcutta for this port *vid* Singapore on September 23rd, and is expected here on October 11th.

The N.Y.K. s.s. *Aki Maru* (Australian line) left Sydney for Hongkong *vid* ports on September 23rd, and is expected here on October 13th.

VESSELS EXPECTED.

Antilochus (Blue Funnel line), due September 29th.
Arafura (E. & A.), due September 28th.
Atlanta Maru (N.Y.K.), due September 27th.
Dunera (P. & O.), due about October 4th.
Elpenor (Blue Funnel line), due September 25th.
Empress of Russia, due about October 6th.
Gregory Apcar (B.I.), due September 28th.
Inaba Maru (N.Y.K.), due September 29th.
Kaga Maru (N.Y.K.), due October 27th.
Karmala (P. & O.), due October 10th.
Kendal Castle (Dodwell Castle line), due September 27th.
Nyanza (P. & O.), due October 28th.
Sanuki Maru (N.Y.K.), due September 28th.
Shidzuoka Maru (N.Y.K.), due October 13th.
Tarilla (B.I.), due October 26th.
Wray Castle (Dodwell-Castle line) due second half of October.

WEATHER REPORT.

September 25th, at 12.56.—Pressure is highest over S.E. Mongolia. It has decreased slightly at Wladivostock and Weihaiwei and has increased slightly from Shanghai to N. Luzon.

The typhoon has probably reached Japan this morning.

Moderate monsoon may be expected along the S.E. Coast of China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 96.50 inches against an average of 74.23 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast.
Tongkong to Gap Rock	N.E. winds moderate; fine
Formosa Channel	N.E winds, fresh.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.



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E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
*Monteagle	Oct. 26	Nov. 19	E. Britain	Nov. 26	Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

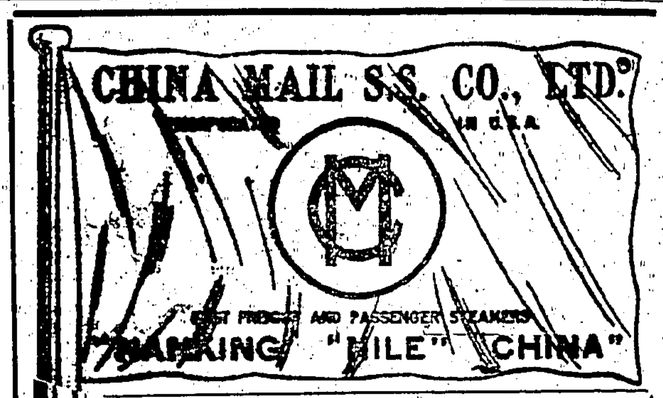
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TAIYO MARU	22,000	Oct. 29th
† SIBERIA MARU	20,000	Nov. 15th.
TENYO MARU	22,000	Nov. 27th.

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TJIPANAS... ...	JAVA	23rd Sept.	27th Sept.	SAIGON
TJIBODAS	AMOY	25th Sept.	27th Sept.	JAVA
TJISALAK... ...	JAPAN	3rd Oct.	5th Oct.	JAVA

• Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodatio for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon.
Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the JAVA-CHINA-JAPAN LIJN.
York Building, First Floor Telephone No. 1674.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ
(United Netherlands Navigation Company).
HOLLAND—OOST AZIE LIJN
(Holland East Asia Line)
(Members of the Straits, China and Japan Conferences).
Regular monthly service between
JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA
AND
AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN
Sailings subject to alterations.

Steamers	For	Sailing on or about
"TJISONDARI"	ROTTERDAM, AMSTERDAM & HAMBURG	2nd Oct.
"ALDERAMIN"	ROTTERDAM, AMSTERDAM & HAMBURG	11th Oct.
"BOEROE" ...	AMSTERDAM, ROTTERDAM & HAMBURG	2nd Nov.
"TOSARI" ...	AMSTERDAM, ROTTERDAM & HAMBURG	10th Dec.
"OUDEKERK"	ROTTERDAM, AMSTERDAM & HAMBURG	10th Jan.
"KADJA" ...	AMSTERDAM, ROTTERDAM & HAMBURG	10th Feb.

For full particulars please apply to—
JAVA-CHINA-JAPAN LYN
General Agents,
Tel. 1674. York Building.

PACIFIC MAIL S.S. CO.
MANAGING AGENTS, U.S. SHIPPING BOARD.
TRANS-PACIFIC SERVICE
Freight and Passenger.
For SAN FRANCISCO via SHANGHAI JAPAN PORTS and HONOLULU
AMERICAN STEAMERS

	Leave Hongkong	Arrive San Fcisco
SS. "GOLDEN STATE"	Oct. 5th	ca. 27th.
SS. "HOOSIER STATE"...	Nov. 19th	Dec. 11th.

SHANGHAI-CALCUTTA SERVICE
Freight Only
MANILA-EAST-INDIA SERVICE
Freight and Passenger
SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.
Monthly Sailings.
ROUND THE WORLD SERVICE
Freight Only, Monthly Sailing
San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the Baltimore, Norfolk, Cristobal, Los Angeles and San Francisco
For full information regarding rates, space, etc., apply to—
PACIFIC MAIL S.S. CO.
Telephone 141. Cable Address "SOLANO. Hotel Mansions, Hongkong.

NANYO YUSEN KAISHA
(The South Sea Mail S.S. Co., Ltd.)
REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
JAPAN, HONGKONG & JAVA.
For BATAVIA, SAMARANG, SOERABAYA MACASSAR and BALIKPAPAN.
S.S. "CHIRIBON MARU" sailing on or about 26th Sept.
For MOJI, KOBE, OSAKA and YOKOHAMA.
S.S. "SAMARANG MARU" sailing on or about 7th Oct
For further particulars please apply to—
K. SUZUKI, Manager,
Tel. No. 2206 No. 5, Queen's Road Central

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transhipment at CALCUTTA and/or COLOMBO

For particulars apply to— THE BANK LINE, LTD., Managing Agents.

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"ELLERMAN" LINE.

ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN CHINA & STRAITS

to

UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM, HAMBURG & GLASGOW
s.s. "KENTUCKY" 3rd Oct.

LONDON, ROTTERDAM, HAMBURG & GLASGOW
s.s. "CITY OF PEKIN" ... 29th Oct.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD., General Agents.

or to Reiss & Co., Canton.

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NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

* "EURYMACHUS"	...	via Suez Canal ...	...	13th Oct.
* "CITY OF ADELAIDE"	...	via Suez Canal ...	...	1st Nov.
* "TYDEUS"		via Suez Canal ...	...	13th Nov.

* Calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE, HONGKONG AND CANTON. THE BANK LINE, LTD., HONGKONG. REISS & CO., CANTON.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Dates
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 22,000 ...	On or about 10th Oct
MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID... ...	"ARMAND BEHIC" 11,000 ...	During 2nd part of Oct
	"ANDRE LEBON" 22,000 ...	During 1st part of Nov.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER, Acting Agent, Queen's Building.

Telephone 740

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAICHING"	Capt. A. H. Stewart	FRIDAY,	Sept. 23rd, at 2 P.M.
"HAILOONG"	Capt. W. Cooper	MONDAY,	Sept. 26, at 4 P.M.
"HAIHONG"	Capt. W. C. Passmore	FRIDAY,	Sept. 30th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO., General Managers

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P. & O. - British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC

PENINSULAR & ORIENTAL SAILINGS (South)

S.S	Tons	From Hongkong (about)	Destination
"KHIVA"	9,000	15th Oct.	Marseilles, London & Antwerp
"DUNERA"	5,400	18th Oct.	Singapore, Colombo & Bombay
"SARDINIA"	6,600	28th Oct.	Marseilles, London & Antwerp
"KARMALA"	9,000	11th Nov.	Marseilles, London & Antwerp
"NYANZA"	7,000	25th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA"	7,000	4th Oct.	Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	17th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	5,000	28th Sept. direct	Amoy Shanghai & Kobe
"SARDINIA"	6,600	28th Sept.	Japan via Shanghai.
"ARAFURA"	6,000	29th Sept.	Yokohama direct.
"DUNERA"	5,400	2nd Oct.	Shanghai only.

SPECIAL STEAMER.

The P. & O. s.s. "EGYPT" is expected to leave Hongkong on or about the 16th January, 1922, taking passengers and cargo for MARSEILLES and LONDON calling at Bombay.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to NOON on the day previous to sailing

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

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O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ALTAI MARU" Wednesday, 5th Oct.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.
"SEATTLE MARU" Tuesday, 11th Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"KASADO MARU" (Passenger Service) Wednesday, 5th Oct.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly services
"KISHU MARU" Saturday, 1st Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA
Via Shanghai and Moji—Regular fortnightly PASSENGER service touching at intermediate ports in Japan and taking cargo to INTERIOR POINTS U.S.A. in connection with Chicago Milwaukee and St. Paul Railway.
"ARABIA MARU" Monday, 3rd Oct
"ARIZONA MARU" Thursday, 20th Oct

NEW YORK via PANAMA—Regular monthly service via Japan Ports. San Francisco, Panama and Cuban Ports.
"HONOLULU MARU" Friday, 14th Oct.

NEW ORLEANS LINE via SUEZ.
"BORNEO MARU" Friday, 21st Oct.

JAPAN PORTS—Shanghai, Kobe & Yokohama.
BURMA MARU" Wednesday 28th Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office
"AMAKUSA MARU" Sunday, 2nd Oct

TAKAO via SWATOW & AMOY
SOSHU MARU" Sunday, 16th Oct.

For sailing dates and further particulars please apply to—
Y. YASAUDA, Manager, No. 1, Queen's Building.

Tel Nos. 144 & 745

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia

Sailings Subject to Alteration

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports

For freight and passage apply to— BUTTERFIELD & SWIRE, Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail	
WEIHAIWEI, CHEFOO & TIENTSIN...	"KUKIOHOW" ...	On 26th Sept.,	Noon
HOIHOW & BANGKOK	"CHANGCHOW"	On 27th Sept.,	6 A.M.
SWATOW & BANGKOK	"CHENGTU"	On 27th Sept.,	10 A.M.
SHANGHAI	"SINKIANG"	On 27th Sept.,	Noon
SWATOW & SINGAPORE.....	"CHINHUA"	On 28th Sept.,	10 A.M.
AMOY & SHANGHAI	"SOOCHOW"	On 29th Sept.,	Noon.
HOIHOW, PAKHOI & HPHONG	"KAIFONG	On 30th Sept.,	9 A.M.
SHANGHAI & TSINGTAO ...	"YINGCHOW" ...	On 1st Oct.,	4 P.M.
TIENTSIN	"HUICHOW" ...	On 3rd Oct.,	4 P.M.
SHANGHAI	"SZECHUEN" ...	On 4th Oct.,	Noon.
SHANGHAI	"SUNNING"	On 6th Oct.,	Noon.
SHANGHAI & TSINGTAO ...	"SHANSI"	On 8th Oct.,	4 P.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation Amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

TELEPHONE 36.

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Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

FOR VICTORIA, VANCOUVER, SEATTLE

S.S. "SILVER STATE" ... (for Manila only) ... Oct. 11th
(Calling Shanghai & Japan Ports).
From Hongkong Arrive Seattle
S.S. "SILVER STATE" ... Oct. 22nd Nov. 11th

FOR HONOLULU AND SAN FRANCISCO.

S.S. "HAWKEYE STATE" ... Oct. 1st ... Oct. 23rd Arrive San F'cisco

FOR PORTLAND DIRECT

(Calling at Manila Shanghai, Kobe & Yokohama)

S.S. "PAULET" ...	(Direct to Portland) ...	...	Sept 25th.
S.S. "COAXET" ...		...	Oct. 15th.
S.S. "MONTAGUE" ...		...	Nov. 11th.
S.S. "ARECOS" ...		...	Dec. 7th.

Through Bills of Lading issued to Overland Common points.
Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA
and other JAVA PORTS.
PASSENGERS & FREIGHT.
FOR SINGAPORE DIRECT.

S.S. "CADARETTA" Sailing Sept. 29th.

FREIGHT ONLY.
FOR SAIGON.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5TH FLOOR, HOTEL MANSIONS, TELEPHONE 2477 & 2478. | PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama

S.S. "SCHODACK" 27th Sept.
S.S. "JADDEN" 15th Oct.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

AGENTS. 5TH FLOOR HOTEL MANSIONS.

TELEPHONE 2477 & 2478.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by freight steamers

For BOSTON and/or NEW YORK

For Freight and full particulars apply to—
FURNESS, (FAR EAST) LIMITED (Incorporated in Great Britain)
St. George's Building

Telephone 2168. Telegrams "Furnessine"

POST OFFICE NOTICE

Parcel Post Service to Poseh and places beyond Nanning is temporarily suspended.

INWARD MAILS.

From	Per	Due
Japan	*Taisuno Maru*	25th inst.
Japan	*Nagano Maru*	25th inst.
Shanghai	*Soochow*	26th inst.
Straits	*Atsuta Maru*	27th inst
Straits	*Sanuki Maru*	28th inst.
Europe via Suez (Letters and papers, London, 25th Aug.)	*Sardinia*	28th inst.
Japan & Shanghai	*Inaba Maru*	29th inst.

OUTWARD MAILS.

For	Per	Date.
Wusueh, Chefoo and Tientsin	*Kuichow*	Monday, 26th, 11.00 A.M.
*Swatow, *Shanghai and N. China	*Kwong Sang*	Monday, 26th, 11.00 A.M.
Swatow, Amoy and Foochow	*Hai Loong*	Monday, 26th, 3.00 P.M.
Swatow	*Hydrangea*	Monday, 26th, 3.30 P.M.
Hoihow and Haiphong	*Taksang*	Monday, 26th, 5.00 P.M.
*Hoihow and Bangkok	*Changchow*	Monday, 26th, 5.00 P.M.
Swatow and *Bangkok	*Changtu*	Tuesday, 27th, 9.00 A.M.
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt and *EUROPE via SUEZ. The Parcel Mail will be closed on Monday, 26th inst., at 5 P.M.	*Elpenor*	Tuesday, 27th, Registration 9.45 A.M. Letters 10.30 A.M.
Saigon	*Tjipanas*	Tuesday, 27th, 10.00 A.M.
Java via Batavia	*Tjibodas*	Tuesday, 27th, 10.00 A.M.
Shanghai and N. China	*Sinkiang*	Tuesday, 27th, 10.00 A.M.
Swatow and *Bangkok	*Chinsang*	Tuesday, 27th, 5.00 P.M.
Amoy, *Shanghai, *North China, and *Japan	*Gregory Apcar*	Tuesday, 27th, 5.00 P.M.
*Shanghai, *North China and *Japan	*Chaksang*	Tuesday, 27th, 5.00 P.M.
Swatow, *Straits and *Bangkok	*Chinhua*	Wednesday, 28th, 9.00 A.M.
Shanghai, North China and Japan	*Atsuta Maru*	Wednesday, 28th, 10.00 A.M.
Swatow, Amoy *Straits, and *Bangkok	*Linan*	Wednesday, 28th, 11.00 A.M.
Straits, *Bangkok, Calcutta and Aden	*Kwaisang*	Wednesday, 28th, 2.00 P.M.
Shanghai, North China, Japan Canada, United States, Central and South America and *EUROPE via VICTORIA, B.C.	*Kishima Maru*	Thursday, 29th, Registration 8.45 A.M. Letters 9.30 A.M.
Bangkok	*Foohsing*	Thursday, 29th, 11.00 A.M.
Swatow *Shanghai and *North China	*Tungshing*	Thursday, 29th, 11.00 A.M.
Amoy, *Shanghai, and *N. China	*Soochow*	Thursday, 29th, 11.00 A.M.
Amoy *Swatow *Straits and *Bangkok	*Tean*	Thursday, 29th, 11.00 A.M.
Saihow, Pakhoi and Haiphong	*Kaifong*	Friday 30th, 8.00 A.M.
Straits, *Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India, via Dhanushkodi, Egypt, & EUROPE via MARSEILLES	*Inaba Maru*	Friday, 30th, Registration 8.45 A.M. Letters 9.30 A.M.
Tientsin	*Chaongshing*	Friday, 30th 11.00 A.M.
Swatow, Amoy, and Foochow	*Haihong*	Friday 30th. 1.00 P.M.
Philippine Islands	*Loongsang*	Friday, 30th, 3.00 P.M.
		—: OCTOBER :—
Shanghai and North China	*Yingchow*	Saturday, 1st, 3.00 P.M.
Tientsin	*Hutchow*	Monday, 3th, 3.00 P.M.
Chefoo	*Hinsang*	Tuesday, 4th, 11.00 A.M.
Shanghai and N. China	*Ichuen*	Tuesday, 4th, 11.00 A.M.
Shanghai and N. China	*Sunning*	Thursday, 6th, 11.00 A.M.
Amoy, and *Philippine Islands	*Taming*	Friday, 7th, 3.00 P.M.
Shanghai, and North China	*Shansi*	Saturday, 8th, 3.00 P.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"ELPENOR" 27TH SEPT. London, Rotterdam & Hamburg
"PYRRHUS" 11TH OCT. London, Amsterdam & Antwerp.
"TITAN" 25TH OCT. London, Amsterdam & Antwerp
"RHESUS" 8TH NOV. London, Amsterdam & Antwerp
"MESTOR" 15TH NOV. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"THESEUS" 1ST OCT. Havre & Liverpool.
"EUMAEUS" 10TH OCT. Genoa, Marseilles & Liverpool.
"TELEMACHUS" 18TH OCT. Rotterdam & Liverpool.
"ANTILOCHUS" 1ST NOV. Genoa, Marseilles & Liverpool.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"CYDAREUS" 5TH OCT.
"PROTESILAUS" 2ND NOV. } Victoria, Seattle & Vancouver.
"EXION" 23RD NOV.

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"AURYMACHUS" 13TH OCT. via Suez

PASSENGER SERVICE

"TYRRHUS" 11TH OCT. for Singapore & London.
"NESTOR" 30TH OCT. for Shanghai.
"NESTOR" 15TH NOV. for Singapore & London.

FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO—
BUTTERFIELD & SWIRE
AGENTS.

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital U.S. $4,000,000
Surplus, over U.S. $2,000,000

HEAD OFFICE: NEW YORK.
BRANCH: SAN FRANCISCO.

Head Office for the Orient, SHANGHAI

BRANCHES:
CANTON HANKOW MANILA TIENTSIN
CHANGSHA PEKING SINGAPORE

C. E. SMITH,
Acting Manager.

COMMERCIAL

OPENING QUOTATIONS.

September 24rd

ON LONDON.—
Telegraphic Transfer ... 2/10
Bank Bills, on demand ... 2/10⅛
Bank Bills, at 30 days sight ... —
Bank Bills, at 4 months' sight 2/10⅛
Credits, at 4 months' sight ... 2/11⅛
Documentary Bills, 4 months' sight 2/0⅛
ON PARIS.—
Bank Bills, on demand ... 760
Credits, 4 months' sight ... 800
ON NEW YORK.—
Bank Bills, on demand ... 59⅛
Credits, at 30 days' sight ... 58⅞
ON BOMBAY.—
Telegraphic Transfer ... —
Bank Bills, on demand ... 193
ON CALCUTTA.—
Telegraphic Transfer ... —
Bank Bills, on demand ... 193
ON SHANGHAI.—
Bank Bills, at sight ... —
Private, 30 days' sight ... —
ON YOKOHAMA.—On demand ... 193
ON MANILA.—On demand—Fesos ... 110½
ON SINGAPORE.—On demand ... 123
ON BATAVIA.—On demand ... 106
ON HAIPHONG.—On demand ... nom.
On SAIGON.—On demand ... —
ON BANGKOK.—On demand ... 73⅛
SOVEREIGNS, Bank's Buying Rate ... $ 6.55 n.
GOLD LEAF 100 fine, per tael ... $ 48
BAR SILVER per oz. ... 41½ d.

		Per cent.
Hongkong	10 cents piece	$0.50 Premium.
Hongkong	20 "	0.50 Discount
Canton	20 "	14.28 "
Canton	10 "	0.00 "

HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong Head Office.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £2,500,000
Silver $21,500,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
G. T. M. ESKINS, Esq.—Chairman.
G. M. DENWELL, Esq.—Deputy Chairman.
D. G. M. Bernard, Esq. | E. V. D. Parr, Esq.
A. S. Gubbay, Esq. | W. L. Pattenden, Esq.
Hon. Mr. P. H. Holyoak | J. A. Plummer, Esq.
A. O. Lang, Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARLOW, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, July 13th, 1921. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital £3,000,000
Reserve Fund £3,600,000
Reserve Liability of Proprietors ... £3,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Acting Manager.

Hongkong, March 30th, 1921. [60

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A Capital ... F. 100,000,000 £8,333,333
Paid-up Capital ... F. 80,000,000 £6,666,666
Reserve Fund ... F. 18,979,240 £1,581,604
Special Reserve ... F. 40,160,000 £3,346,667

Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.

Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore
Bandoeng	Medan	Soerabai
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Solo)
Cheribon	Pekalongan	Tehing Ting
Djember	Penang	(Deli)
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial, and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP,
Acting Manager.

Hongkong, September 22nd, 1921. [1283



This advertisement is issued by Westminster Tobacco Co. Ltd.

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund £1,100,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kotah Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES,
Manager.

7, Queen's Road Central,
Hongkong, April 26th, 1921. [43

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. [80

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $60,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 8,607,678.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company of New York

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 1921.

BANQUE DE L'INDO-CHINE. (FRENCH BANK).

HEAD OFFICE: 15bis Rue Laffitte, Paris.

Subscribed Capital...Frs. 72,000,000.00
Paid-up Capital ...Frs. 66,400,000.00
Reserves Funds ...Frs. 66,567,208.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

V. MARSOT,
Acting Manager.

Hongkong, July 19th, 1921. 66

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 2, Queen's Road Central, HONGKONG.
Established 1919.
AUTHORIZED CAPITAL $10,000,000-00
PAID-UP CAPITAL 5,000,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po.
Mr. Li Koon Chun, Mr. Mok Ching Kong.
Mr. Fung Ping Shan, Mr. Wong Yun Tong.
Mr. P. K. Kwok, Mr. Chan Ching Shek.
Mr. Ng Chang Luk, Mr. Kan Chiu Nam.

Chief Manager ... Mr. Kan Tong Po.
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON, PARIS, NEW YORK	
SHANGHAI	SAN FRANCISCO
KOBE	YOKOHAMA
NAGASAKI	SAIGON
SINGAPORE	PENANG
TIENTSIN	HANKOW
MANILA	BATAVIA
SAMARANG	SOURABAYA
CALCUTTA	BOMBAY

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum
For 6 months at the rate of 4 per cent. per annum
For 2 months at the rate of 5 per cent. per annum

KAN TONG PO,
Chief Manager.

Hongkong, September 1st, 1921. 81

THE BANK OF TAIWAN, Limited.

(TAIWAN GINKO).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) 45,000,000
Reserve Funds 9,630,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Hagi, Kagnko, Kaohsing, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Taipeh, Tamsui, Tohyen, Aka.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

HONGKONG BRANCH,
3, Des Voeux Road Central,
Hongkong, September 1st 1920. [61

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

Chief Manager... ...Mr. L. S. HOLUM.
Asst. Manager... ...Mr. K. T. WONG
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interests at rates of 2 per cent., 4 per cent., and 6 per cent., per annum, respectively.

L. S. HOLUM
Chief Manager.

Hongkong, October 2nd, 1920. 119

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